



The People's Transportation Plan Summit Report

November 15, 2008

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Executive Summary

(Verbatim remarks of the entire summit can be found in the official transcript beginning on page 10.)

Miami-Dade County held the People's Transportation Plan (PTP) Summit at the Miami Mart Airport Hotel on November 15, 2008. The summit was designed to inform the public about the status of the PTP and the challenges and choices the County faces in implementing transit improvements promised in the PTP, as well as to solicit residents' ideas on how the County should proceed with improvements to transit.

The Moderator was Attorney Robert Beatty.

More than 600 residents from around the County attended the summit to learn more about the PTP and to share their input. Over 60 members of the public provided comments at the microphone.

Opening Remarks

Mayor Carlos Alvarez opened the meeting by addressing the County's traffic congestion problems and candidly acknowledging that the PTP promised more than could be delivered when it was put before the voters in November 2002. He stressed that the PTP was unmanageable, not mismanaged, because there was never enough money to complete the projects included in the plan. After highlighting several accomplishments of the PTP, including free service for many passengers and numerous road projects, the Mayor revealed that there is an approximately \$9.5 billion shortfall associated with building the Orange Line Metrorail extension project, which includes the North Corridor to the Broward line and the East-West Corridor to FIU South Campus.

The Mayor stressed his commitment to transit by noting the \$145 million in general fund support for transit which increases at a minimum of 3.5 percent annually. At the same time, he emphasized the need for realistic long-term planning that recognizes that much of what was included in the PTP cannot be delivered. He endorsed the idea of unifying the transit budget by removing the restriction that PTP funds be used only for new services in order to ensure that the existing system is maintained. He also advocated cost-effective alternatives to rail expansion that do not require large tax increases and welcomed the public to provide constructive suggestions to help the County decide how to move forward. Finally, he promised his administration will work in the coming months to develop a workable, affordable plan to address public transportation in Miami-Dade County.

County Commission Chairman Bruno Barreiro also highlighted the PTP's accomplishments while stressing the need to adjust the plan by considering options such as unifying the transit budget by removing the restriction that PTP funds be used only for new services, increasing the oversight powers of the Citizens' Independent Transportation Trust (CITT), expanding Metrorail without federal assistance, and partnering with the Miami-Dade Expressway Authority to build new rail corridors.

County Commission Vice Chairwoman Barbara Jordan acknowledged that the County faces difficult choices, but she expressed optimism regarding the prospect of more federal

transit funding from the incoming administration. She also expressed support for the idea of piecemeal construction of new rail lines in order to make it affordable.

Transportation Presentation

County Manager George Burgess provided history on the four failed efforts to pass a one percent transportation tax before passage of the PTP half-penny sales tax in 2002. He then explained the financial challenges that have led to the \$9.4 billion funding gap over the next 30 years, including the diversion of 20 percent of the PTP for municipal projects, the need to invest in aging infrastructure, the fact that 75 percent of riders pay less than the full fare, the inclusion of too many projects in the 30-year plan, reduced federal and state support, abnormal inflation in construction costs, and overly optimistic assumptions for federal and state funding participation in the Orange Line project.

Burgess stressed that the PTP was not a “bait and switch,” repeating the Mayor’s point that it was not mismanaged, but unmanageable. He noted that MDT’s problems go back 20 years, and that years of underfunding from the general fund forced the department to use federal capital funds to support maintenance instead of capital improvements, bus replacement, equipment upgrades and infrastructure needs.

Burgess also noted that the PTP half-penny tax was never designed to fund the entire Orange Line but was intended to leverage state and federal dollars, which it was hoped would cover 75 percent of the cost.

Other challenges to building the Orange Line include the Federal Transit Administration’s requirement that MDT not only have the funding to operate the new lines, but also maintain the existing system and expand bus service to all parts of the County to support the expansion of rail service. Lower tax receipts due to a slowing economy and recent statewide property tax relief initiatives have further clouded the financial picture.

Nevertheless, Burgess highlighted the many improvements the PTP has already accomplished with the \$900 million that has been collected to date, including the addition of 6 million annual revenue miles of bus service and free or reduced-fare service for 75 percent of passengers, as well as various municipal and public works, including the ongoing countywide traffic signal synchronization project and 3,800 new illuminated street signs. The County also is on track to break ground in 2009 on the 2.4-mile Metrorail extension to the Miami Intermodal Center at Miami International Airport.

Burgess proposed focusing on incremental improvements to the transit system and recommended removing public works projects from the PTP, considering alternatives to heavy rail such as Bus Rapid Transit and unifying the transit budget.

Public Comments

The public contributed a wide range of views and perspectives during the lengthy Public Comments portion, which took up most of the meeting. Comments were made at the microphone as well as on comment cards. Suggestions also were submitted online after the meeting. A table summarizing public comments can be found on page 6.

Comments fell into several categories. The most common concern dealt with the issue of bus service (63 comments). Residents demanded better bus service in their neighborhoods or had concerns about specific bus routes that they would like to see expanded. Fifty-one residents called for new routes to address service gaps in the system or for keeping and improving existing routes, six asked for more bus shelters, four complained about bus operator behavior and two raised concerns about bus cleanliness.

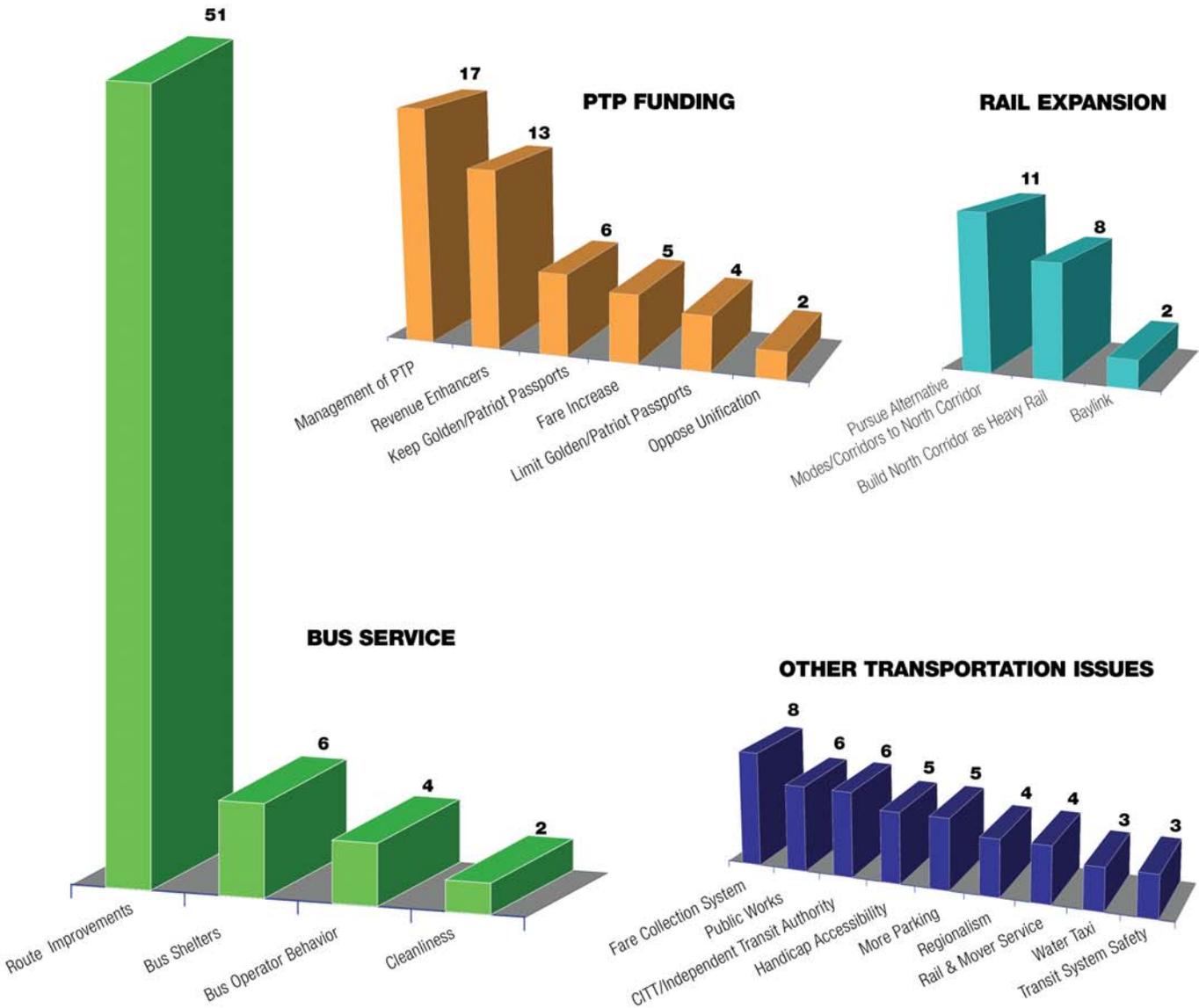
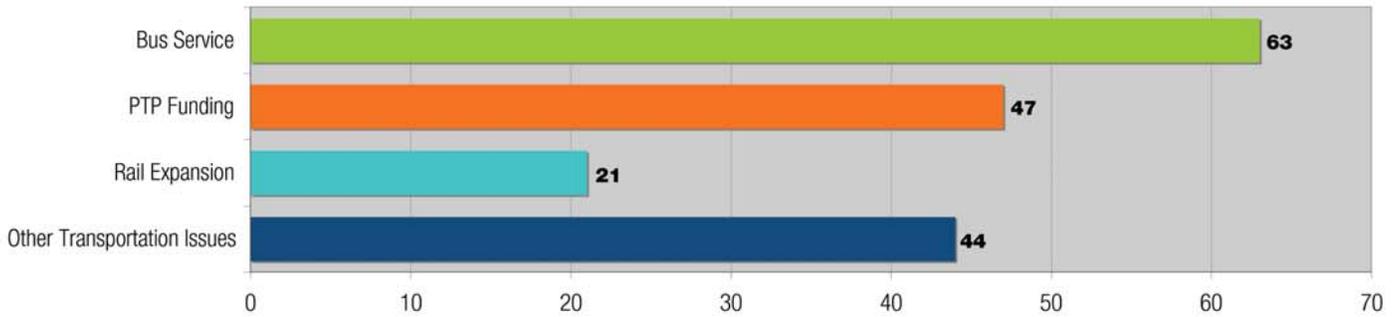
Seventeen residents expressed discontent about what they regarded as mismanagement of PTP dollars. Thirteen residents suggested ways to enhance revenues to the transit system. Four favored limiting the Golden Passport to low-income seniors or requiring that seniors pay some portion of the fare, while six expressed opposition to this idea. Other revenue-enhancing ideas advocated included eliminating municipal and public works projects from the PTP, taking money collected from MDX tolls and raising the PTP surtax. Five residents objected to the recent fare increase, and two residents expressed opposition to unifying the transit system budget.

Twenty-one residents raised issues regarding rail expansion. While eight residents demanded that the North Corridor be built as planned, eleven favored pursuing alternative modes such as BRT, or alternative corridors. Three residents called for a Rail or Mover extension to Miami Beach.

Five residents raised concerns about handicap accessibility including the availability of working wheelchair lifts on buses. There were eight comments regarding MDT's implementation of a new fare collection system, six comments in favor of greater independence for the CITT or the transit department, six public works-related comments, five demands for more parking, four complaints about bus operator behavior, four comments in support of greater regional cooperation among transit providers, four comments related to Metrorail or Metromover service, three comments in support of water taxi service, and three calls for enhancing security on the transit system.

Public Comments Charts

SUMMARY OF COMMENTS



Note: A number of residents brought up concerns about individual issues that did not fall under any of the categories above and are therefore not reflected in these graphs. These issues can be found in the verbatim transcript beginning on page 10.

Roundtable Discussion

The summit concluded with a roundtable discussion which included the following participants:

- Carlos Alvarez, Mayor, Miami-Dade County
- Miami-Dade County Commission Chairman Bruno A. Barreiro, District 5
- County Commission Vice Chairwoman Barbara J. Jordan, District 1
- County Commissioner Audrey M. Edmonson, District 3
- County Commissioner Carlos Gimenez, District 7
- County Commissioner Katy Sorenson, District 8
- County Commissioner Dennis C. Moss, District 9
- County Commissioner Jose “Pepe” Diaz, District 12
- Linda Zilber, Chairperson, Citizen’s Independent Transportation Trust (CITT)
- George Burgess, County Manager
- Harpal S. Kapoor, Director, Miami-Dade Transit (MDT)
- Gregory Blackman, President, Government Supervisors Association of Florida (GSAF)
- Wessell Clarke, President, Transport Workers Union (TWU) Local 291
- Barry Johnson, President & CEO, Greater Miami Chamber of Commerce (GMCC)
- Humberto Alonso, Jr., Chair, GMCC Transportation and Infrastructure Committee

While a full consensus on how to move forward remains to be reached, the discussion included ideas such as building the Orange Line in phases, considering the option of switching to Bus Rapid Transit, seeking additional revenues such as license tag fees, increasing the local option gas tax, reinstating Metromover fares, and partnering with the private sector and/or other transportation agencies on transit projects.

On the expenditure side, some commissioners called for more streamlining in the department to reduce operations and maintenance costs through increased efficiency. There also were some expressions of hope that the incoming administration in Washington will increase federal funding for transit systems including Miami-Dade’s, and that the Florida Department of Transportation (FDOT) will place a greater emphasis on funding transit rather than simply building more roads and highways. There also were calls to acknowledge some mismanagement of the PTP, and to give serious consideration to expanding rapid transit utilizing abandoned FEC rail lines.

Participants also discussed whether or not to charge for the Golden and Patriot passports and whether to unify the transit system to allow PTP funds to be used to pay for services established prior to the PTP. However, no consensus could be reached on these issues.

Support was expressed for greater cooperation with the private sector to expand transit, using private equity and private operators. A suggestion was made to partner with Miami International Airport to help fund the transit system. Closer cooperation with Broward and Palm Beach counties to improve regional transit interconnectivity also was advocated.

There was consensus among all participants that the summit was a success in terms of the public’s participation and making the public fully aware of the financial problems MDT faces and the need to plan for the implementation of an affordable transit system.

The summit was the first step in the process of setting the future course of public transportation in Miami-Dade County. Roundtable participants agreed that the public must continue to be closely involved in the decision-making process and feel a sense of ownership in the final outcome. The large public turnout at the summit was a testament to residents' strong interest in the future of public transportation in Miami-Dade County and their need to be involved in the process every step of the way as the County determines the best way forward. The summit concluded with roundtable participants pledging to meet again in the not-too-distant future.

All questions asked by the public at the microphone, via public comment cards and online are being responded to by Miami-Dade Transit (MDT). This report also is available in Spanish and online at www.miamidade.gov/transit.

Verbatim remarks of the entire summit can be found in the official transcript beginning on page 10.

Summit Program



TRANSIT SUMMIT
People's Transportation Plan (PTP)
Miami Mart Airport Hotel
Convention Center

Saturday, November 15, 2008
8:30 a.m. – 2:00 p.m.

- | | | | |
|-------------------|----------|-------------------|---|
| 8:30 a.m. | - | 9:00 a.m. | Continental Breakfast – Registration |
| 9:00 a.m. | - | 9:10 a.m. | Introductions

-Robert Beatty, Moderator |
| 9:10 a.m. | - | 9:30 a.m. | Opening Remarks

-Honorable Carlos Alvarez, Mayor, Miami-Dade County
-Honorable Bruno A. Barreiro, Chairperson, Board of County Commissioners
-Honorable Barbara J. Jordan, Vice-Chairwoman, Board of County Commissioners |
| 9:30 a.m. | - | 10:00 a.m. | Transportation Presentation
-George Burgess, County Manager |
| 10:00 a.m. | - | Noon | Public Comment |
| Noon | - | 12:30 p.m. | Lunch |
| 12:30 p.m. | - | 1:40 p.m. | Roundtable Discussion

-Honorable Carlos Alvarez, Mayor, Miami-Dade County
-Honorable Chairman Bruno A. Barreiro
and Members, Board of County Commissioners
-Linda Zilber, Chairperson, Citizen's Independent Transportation Trust (CITT)
-George Burgess, County Manager
-Harpal S. Kapoor, Director, Miami-Dade Transit (MDT)
-Gregory Blackman, President, Government Supervisor's Association of FL. (GSAF)
-Wessell Clarke, President, Transport Worker's Union (TWU) Local 291
-Barry Johnson, President & CEO, Greater Miami Chamber of Commerce (GMCC)
-Humberto Alonso, Jr., Chair, GMCC Transportation and Infrastructure Committee |
| 1:40 p.m. | - | 2:00 p.m. | Closing Remarks |
-

Official Transcript



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PEOPLE'S TRANSPORTATION PLAN SUMMIT

Saturday, November 15, 2008

8:30 a.m. - 2 p.m.

Miami Mart Airport Hotel
711 NW 72 Avenue
Miami, FL 33126

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MR. BEATTY: My role today is to be the facilitator of the conversation that you're going to have about transportation and specifically regarding the People's Transportation Plan. You all will recall what that is, and we'll hear a tremendous amount about it as we proceed.

And we have a very aggressive agenda, okay? So I'd like to very quickly introduce our panelists and our special guests. As I call the names of those who

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1 INTRODUCTION

- 2
- 3 ROBERT BEATTY: 3.
- 4 MAYOR CARLOS ALVAREZ: 7.
- 5 CHAIRMAN BRUNO BARREIRO: 16.
- 6 VICE CHAIRWOMAN BARBARA JORDAN: 19.
- 7 COUNTY MANAGER GEORGE BURGESS: 27.
- 8 PUBLIC COMMENT: 58 - 167.

9
10 ROUNDTABLE DISCUSSION

- 11
- 12 COMMISSIONER MOSS: 170-174, 241-243.
- 13 MAYOR ALVAREZ: 174-177, 243-245.
- 14 COMMISSIONER SORENSON: 177-182, 225-226.
- 15 COMMISSIONER GIMENEZ: 182-189, 196-197, 226-227.
- 16 VICE CHAIRWOMAN JORDAN: 189-195, 227-229.
- 17 LINDA ZILBER: 198-200, 231-232.
- 18 COMMISSIONER EDMONSON: 200-206, 234.
- 19 COMMISSIONER DIAZ: 206-210.
- 20 HUMBERTO ALONSO, JR.: 211-217, 234-236.
- 21 WESSELL CLARKE: 217-224, 236-245.
- 22 DIRECTOR HARPAL KAPOOR: 229-231.
- 23 BARRY JOHNSON: 232-234.
- 24 GREGORY BLACKMAN: 238-239.
- 25 COUNTY MANAGER BURGESS: 239-246.

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1 are here today, if you would stand and remain standing.

2

3 And, Ladies and Gentlemen, just so that we can move the process forward aggressively, I'd like you to hold your applause until an appropriate moment that I will alert you to. And so let us begin with the introductions, and, again, please hold your applause.

9

10 First, our Mayor of Miami-Dade County, the Honorable Carlos Alvarez. Next, Commissioner Bruno Barreiro, Chairman of the Board of County Commissioners, District 5. Next Commissioner Barbara Jordan, Vice Chairwoman of the Board of County Commissioners District 1. Next, ~~Derrin Rolle, Transit chair~~, District 2. Audrey Edmonson, District 3; Sally Heyman, District 4; ~~Rebecca Sosa, District 6~~; Carlos Gimenez, District 7; Katy Sorenson, District 8; Dennis Moss, District 9; ~~Javier Souto, District 10; Joe Martinez, District 11~~; Jose Pepe Diaz, District 12; ~~Natacha Seijas, District 13~~. Let's give

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1 them all a great big round of applause.
 2 Thank you.
 3 Also present with us from the County
 4 is the manager, the County Manager, George
 5 Burgess; the Assistant County Manager,
 6 Ysela Llort, and the Transit Director,
 7 Harpal Kapoor. Please stand up and let us
 8 give you a round of applause.
 9 Now, there will be a discussion in
 10 the afternoon involving key civic and
 11 local leaders involved in this community's
 12 transportation future, and so allow me to
 13 introduce those individuals as well. And,
 14 again, if you will please stand. And,
 15 Ladies and Gentlemen, please hold your
 16 applause. Linda Zilbert, Chairperson, and
 17 member of the Citizens Independent
 18 Transportation Trust, which is the -- is
 19 she here? See, the problem is, I was
 20 looking at Barry Johnson. Barry has such
 21 a prominence and presence. Yes, thank
 22 you. The CITT is the citizens group that
 23 is in charge -- that is charged with
 24 overseeing the PTP funds. Members of our
 25 business community, who will also be at

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1 the table, are Barry Johnson, President
 2 and CEO of the Greater Miami Chamber of
 3 Commerce; and Alberto Alonso, Jr., Chair
 4 of the Greater Miami Chamber of Commerce
 5 Transportation and Infrastructure
 6 Committee. Let's give them a round of
 7 applause.
 8 And we also have a number of
 9 additional persons. Wessell Clarke,
 10 President, Transport Workers Union Local
 11 291. He represents 70 percent of the
 12 transit workforce. And we have Gregory
 13 Blackman, President, Government
 14 Supervisors Association of Florida. He
 15 represents the supervisors of several
 16 county departments, including Miami-Dade
 17 Transit. And let's give them a round of
 18 applause.
 19 Now, we also have a number of he
 20 elected officials with us today whose
 21 presence we greatly appreciate, and give
 22 me a moment and I will introduce them as
 23 well. We have with us from Representative
 24 Kendrick Meek's office, Joyce Postell, if
 25 you will please rise and remain standing,

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1 and we will applaud you in a moment to
 2 give you proper recognition for being here
 3 today. From the state, from
 4 Representative Dwight Bullard's office, we
 5 have Mario Bailey. We also have locally
 6 Mayor Joseph Kelly, Mayor of Opa Locka.
 7 We have Mayor Paul Vrooman. I believe
 8 that's the correct pronunciation from
 9 Cutler Bay. We also have community
 10 councilman Richard Friedman, and City
 11 Manager Ivonne McKinley of Doral. Let's
 12 give them a round of applause.
 13 And, Ladies and Gentlemen, we give
 14 them a round of applause because of the
 15 significance of their commitment to our
 16 community. It's not everybody who
 17 recognizes the importance of giving back
 18 to the community in a significant way as
 19 serving as our elected officials, and so
 20 we appreciate their service, we recognize
 21 the value to our community, and,
 22 therefore, we applaud them appropriately.
 23 And so I thank you.
 24 And I think we should also give all
 25 of you an applause for being here today

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1 and being aware and serious enough about
 2 our issues to care. And so thank you.
 3 Let us then begin with our program
 4 for opening remarks. I'd like to welcome
 5 to the podium our Mayor, Carlos Alvarez.
 6 MAYOR ALVAREZ: Thank you, Robert.
 7 And good morning.
 8 THE AUDIENCE: Good morning.
 9 MAYOR ALVAREZ: Good morning. Thank
 10 you for being here this morning. I know
 11 that there's a lot of other places you
 12 could be and a lot of other things you
 13 could be doing on a Saturday morning, but
 14 you chose to be here. That not only means
 15 a lot, it says a lot.
 16 You likely feel the same frustrations
 17 I do. We are a community in gridlock. No
 18 matter where you go, people talk about
 19 traffic congestion. Whether you're in
 20 Aventura or you're in Florida City, people
 21 talk about traffic congestion. Our roads
 22 are congested. Our transit system hasn't
 23 kept up pace. We are facing some
 24 tremendous challenges. Today's transit
 25 summit is an opportunity for us to clarify

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1 for you the circumstances in which we find
2 ourselves. It is a chance to hear your
3 concerns and get your feedback.
4 Ultimately, the goal is to make decisions
5 that move us forward to create what we all
6 want, an affordable, efficient and
7 reliable public transit system.

8 Before I go any further, I want to
9 recognize a few people: County Commission
10 Chairman Bruno Barreiro, and all of the
11 County Commissioners and elected officials
12 here today. I don't think you'll find a
13 single one of them who takes this subject
14 lightly. They know that no matter what
15 community you live in, transportation is a
16 big concern. Commissioner Dorrin Rolle,
17 who is Chairman of the Transportation
18 Committee, has taken on a very challenging
19 task and embraced it. Commissioner Dennis
20 Moss for taking the lead in organizing
21 this summit. The vision began with him.

22 I would also like to recognize the
23 chair and all of the members of the
24 Citizens Independent Transportation Trust.
25 These volunteers work tirelessly to

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1 understand a very complex transit system
2 and make informed recommendations.

3 I also want to acknowledge the
4 various stakeholders with us today: The
5 Transportation Workers Union, Government
6 Supervisors Association of Florida and the
7 Greater Miami Chamber of Commerce. Your
8 voices will play a significant role in the
9 coming days.

10 Like most of you, I voted for the
11 People's Transportation Plan, or PTP. My
12 family voted for the PTP. The sales pitch
13 sounded good: More buses, more services,
14 more jobs, more rapid transit. Just like
15 you, I was expecting to see Metrorail
16 corridors sprouting up all around
17 Miami-Dade County. The question put to
18 the voters did, after all, say something
19 about plans to build rapid transit lines
20 to West Dade, Kendall, Florida City, Miami
21 Beach, North Dade, et cetera, et cetera,
22 et cetera.

23 The harsh reality is the PTP was
24 overpromised. Too much was promised to
25 too many people in a desperate fifth

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1 attempt to get a transportation sales tax
2 passed. The campaign worked, and at the
3 same time it failed. Expectations, even
4 today, are unrealistic, unworkable and
5 unaffordable. I wasn't around when the
6 PTP was sold. I was the director of the
7 Miami-Dade Police Department. Or when it
8 was passed, I voted for it. Even so, I
9 take responsibility for it.

10 For too long this administration
11 tried to deliver on the promises that were
12 made back in 2002. The sad reality is, no
13 matter how you run the numbers, there is
14 no way the PTP can deliver on all the
15 promises that were made. The money isn't
16 there. It simply isn't.

17 Some people will tell you the PTP was
18 mismanaged. Bad decisions may have been
19 made, but on the whole, I will tell you
20 that the PTP was not mismanaged. It was
21 unmanageable from day one. Too many
22 promises, too few dollars.

23 As a taxpayer, I will tell you that
24 does not mean the PTP didn't deliver at
25 all. To the contrary, 75 percent of

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1 Miami-Dade Transit passengers ride free or
2 pay reduced rates. Metromover is free.
3 It is important to remember that these
4 services, even though they are free to the
5 public, cost the County money. Hundreds
6 of Public Works projects are underway or
7 have been completed. Municipalities
8 receive 20 percent of the tax right off
9 the top for their own transportation
10 needs.

11 But even with the dedicated half cent
12 transit tax, here's what we're up against:
13 An orange line with heavy rail leaves a
14 9 1/2 billion dollar shortfall. That
15 shortfall is exacerbated by high gas
16 prices, declining gas tax revenues. And a
17 system, where even the most productive bus
18 route, loses money. Further heavy rail
19 expansion puts us in an even deeper hole
20 with routes we cannot operate or maintain.
21 We should not build what we cannot
22 operate. News like this isn't pleasant to
23 hear, and I take no joy. There is no
24 pleasure in delivering it. Even so,
25 Miami-Dade County continues to demonstrate

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1 its commitment to transportation.
 2 This year, \$145 million will be
 3 pumped into a transit system above and
 4 beyond the half cent proceeds. These
 5 additional tax dollars are dedicated to
 6 transit and increased by at least 3 1/2
 7 percent each year. It won't be long
 8 before the money, the half cent, brings in
 9 every year is dwarfed by the general funds
 10 contributions we are committed to,
 11 especially if sales tax revenue forecasts
 12 continue to decline.

13 The question is, what do we do with
 14 the money that we do have? It's time to
 15 stop going around in circles. We need to
 16 get real about our long-term plans.
 17 There's a huge difference between what we
 18 want to do and what we can do; what we
 19 have and what we're hoping for.

20 First, we need to unify our transit
 21 system. PTP money pays for new projects.
 22 Meanwhile, our existing system suffers.
 23 You don't build a second story on your
 24 house if you can't maintain the first
 25 floor. We need to pull the money to

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1 maximize our resources and expand our
 2 options. We need to make sure the folks
 3 who use the system today get quality
 4 service.

5 Second, we need to find
 6 cost-effective alternatives for transit
 7 expansion. To build a heavy rail that has
 8 been promised, most homeowners would have
 9 to pay hundreds of dollars per year in new
 10 taxes. This assumes the federal and state
 11 governments are kicking in a major
 12 contribution. I am not prepared to ask
 13 that our working families, particularly
 14 during this difficult economic times, do
 15 this. Difficult choices are ahead.

16 I can't go back and change what was
 17 said or done, what projects were
 18 emphasized or which needs might have been
 19 downplayed. All we can do is make the
 20 most responsible decisions related to our
 21 current transit system based on what we
 22 know now. I know that many of you are
 23 frustrated. I am, too. Today is your day
 24 to let us know. I guarantee you this
 25 isn't going to be the first time and it

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1 won't be the last time, but I'd like to
 2 walk away today with more than just a list
 3 of complaints. I'd like to leave with
 4 ideas, with constructive feedback and
 5 suggestions that move us forward.

6 No matter what happens today, you
 7 have my commitment that this
 8 administration will work on developing a
 9 doable proposal in the coming months. The
 10 proposal will not be what was originally
 11 promised, but it will be an affordable
 12 proposal that takes all, all of the
 13 communities' concerns into consideration.

14 Again, thank you very much. Thank
 15 you for being here, and thank you for
 16 participating in a subject that's so
 17 important to our community.

18 MR. BEATTY: Mayor, thank you. Those
 19 were enlightening and very candid words,
 20 and we certainly appreciate all of that.

21 Your former moderator, I believe his
 22 name was Robert Beatty, has mispronounced
 23 a couple of names, and so we have sent him
 24 away. And I just want to introduce myself
 25 as the new and improved Robert Beatty.

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1 Commissioner Sally Heyman is not what
 2 I said before, but she is Commissioner
 3 Sally Heyman. And Wessell Clarke, the
 4 President of the Transport Workers Union,
 5 is not what I said -- what that other
 6 person said. But I sent him home, so
 7 you'll be okay.

8 There is another Mayor who has joined
 9 us, Mayor Michael Pizzi, from Miami Lakes.
 10 Let's give him a round of applause,
 11 please.

12 And now I'd like to welcome to the
 13 podium the Chairman of the Miami-Dade
 14 County Commission, Bruno Barreiro.

15 Chairman.

16 COMMISSIONER BARREIRO: Good morning.
 17 Buenos dias. Thank you, Mayor. I would
 18 also like to thank all my colleagues and
 19 Commissioner Moss for the idea of the
 20 Transit Summit.

21 A lot of people have said about the
 22 PTP and why Miami-Dade has not been able
 23 to accomplish all it's promised. From day
 24 one, I was a strong proponent that the
 25 amount be a one cent sales tax instead of

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1 a half cent when the idea was put together
2 for the formation of the People's
3 Transportation Plan to provide a dedicated
4 source of funding for transportation, and
5 today I'm told that one cent is still not
6 enough, which raises a lot of questions.

7 With that, we've seen all the good
8 things in the PTP: The Golden Passport,
9 the Patriot Pass, improved roads, local
10 cities doing a lot to improve their
11 transit, but that is the past. When some
12 people see problems, others see
13 opportunity.

14 What I ask you today to do is to
15 concentrate on moving forward, as the
16 Mayor has said, as a community, how can we
17 continue to move forward? What are our
18 needs today and what can we accomplish
19 with the opportunity at hand? What is
20 done is done, but right now, we do have
21 alternatives and opportunities to go the
22 to the voters, to adjust the PTP plan
23 based on the new information and input
24 that we get today, issues like unification
25 of funds, the CITT overseeing the

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1 management of the funds and recommending
2 to the BCC. Also, the issue of the
3 projects moving forward without federal
4 funds by using local consultants, local
5 workers, local companies to stimulate our
6 economy with what we have. Also building
7 partnerships, such as with the MDX. They
8 could partner with us to build these
9 transit corridors. And once they're
10 built, we could take them and continue to
11 manage and operate them.

12 I think one issue that's critical to
13 our transit system is the Fare Box
14 Collection System. Once we have that in
15 place and operating, we will definitely
16 see hard numbers to which we can better
17 plan accordingly.

18 One of the keys to moving forward is
19 to continue to show the community your
20 return on investments. Overall, the
21 people will support transit as long as
22 they will benefit from the outcome. It is
23 crucial to have the complete Earlington
24 Heights, so that people can ride the
25 Metrorail to the airport. I think that

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1 will turn a lot the perception of mass
2 transit and of public transportation.

3 I look forward to hearing your
4 comments today. We will all continue to
5 build on the delivery of better service in
6 transit for our residents.

7 With that, thank you very much.
8 Thank you for being here.

9 MR. BEATTY: Next on our agenda,
10 please welcome to the podium the Vice
11 Chairwoman of the Board of County
12 Commissioners, Barbara Jordan.

13 VICE CHAIRWOMAN JORDAN: Good
14 morning, Ladies and Gentlemen.

15 THE AUDIENCE: Good morning.

16 VICE CHAIRWOMAN JORDAN: It is a
17 beautiful day in Miami-Dade County. Thank
18 you so much for joining us here this
19 morning on this beautiful Saturday
20 morning. And I just want to compliment
21 that bus load -- those several buses of
22 people that I saw coming in so early this
23 morning, because I know that all of us
24 here, including those of you who came in
25 on the bus, we are here for a very special

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1 reason, because of our commitment to
2 Miami-Dade County and our transit system.
3 So, once again, give yourselves a big
4 round of applause.

5 As Vice Chair of the Transit
6 Committee, and on behalf of the Chair,
7 Commissioner Dorrin Rolle, I'd like to
8 thank all of you for coming to this
9 important summit. But I also want to give
10 a special thank you to the visionary who
11 thought that we needed to come back to the
12 community, to come back to you and say to
13 this community what's really going on.
14 Take our licks, and let's look forward to
15 the future. Let's give a big round of
16 applause to Commissioner Dennis Moss.

17 Today you will learn exactly how far
18 we have come since the adoption of the
19 People's Transportation Plan, the half
20 penny tax that was passed in 2002, and
21 where we stand today.

22 As you all know, we're currently
23 facing enormous challenges as it relates
24 to our transit system. There are some
25 extremely tough decisions that me and my

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1 colleagues will have to make over the near
2 future. Because we know that it's going
3 to be painful, we felt that you needed to
4 be involved in helping us to make that
5 decision.

6 However, regardless to how difficult
7 it may be and what the decisions may be, I
8 am forever the optimist. I remain very
9 optimistic. We have a new administration
10 taking office in January that has run on
11 the platform to stimulate the economy by
12 providing more dollars towards
13 infrastructure and transit. I hung on
14 those words. I hung on those words,
15 because I knew what we were going through
16 here in Miami-Dade County.

17 I'd like to say that throughout the
18 last couple of years, Chairman Rolle has
19 championed the Transit Committee in trying
20 to make sure that promises that were made
21 during the passage of the PTP were kept to
22 the community, that the north corridor
23 would be built. He remains steadfast in
24 the promise of 30 years ago, and I'd like
25 to commend him for making sure that we

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1 kept our eye on the prize. I also shared
2 his resolve.

3 I'd like to do a little informal
4 survey, if I may. How many of you sitting
5 out in the audience are employed, you have
6 a job? Raise your hand. Even if it pays
7 \$6,000 a year, raise your hand. Raise --
8 keep your hand up. Keep your hand up.
9 Okay, keep your hands up, because I'm
10 going to follow it up with another
11 question. How many of you with your hands
12 up ride the buses? Ride the buses? You
13 see how few hands are up. How many of you
14 that had your hands up ride the rail? Oh,
15 my goodness, more of them went up. I rest
16 my case. I rest my case.

17 The reason I had you to do this
18 informal survey is because I feel that we,
19 as citizens, as elected officials, can
20 look at those things we can afford and
21 those things that we can't afford. I feel
22 that the Mayor spoke very honestly and
23 candidly about how the situation is today,
24 that we cannot build what we cannot
25 afford. But I feel that we can build what

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1 we can afford in pieces, all right? We
2 can build parts of what we can afford
3 while we do other things for what we can
4 afford that would make transit much more
5 efficient to operate.

6 I don't think that there is a transit
7 system in this country, and if it is, I
8 want staff to make sure that I'm aware of
9 it, that operates transit fully without
10 being subsidized. There's not a one that
11 I am aware of. All transit systems
12 throughout the country, as I understand
13 it, pay for themselves, probably
14 42 percent, the highest that I'm aware of
15 is about 62 percent, 65 percent, but all
16 transit systems have to be subsidized in
17 one form or another. So I want us to keep
18 that in mind.

19 I am of the belief that we need to
20 look at our transit system and what we
21 plan in terms of being futuristic. I feel
22 that those of you who raised your hand and
23 ride the system, ride the Metrorail
24 system, whether you ride it for
25 convenience or you ride it to get to work,

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1 you would not ride the bus system for the
2 same reasons, because of the inconvenience
3 that it causes you. The people who ride a
4 bus system, for the most part, are the
5 ones who must use that system and have no
6 other alternative. They don't have a car,
7 and they must use it to get to work.

8 I am of the view that we have to be
9 visionary, that we have to look at where
10 Miami-Dade County is heading in the future
11 and that we have to provide a transit
12 system that will entice everybody
13 regardless of their income and their
14 circumstance to ride. And if we have to
15 build a system in pieces, then we build
16 the system that people will use and people
17 will ride, because we cannot afford to go
18 through another experience as we've had
19 the last couple of years of having our gas
20 prices go up so that they're totally
21 unaffordable and people can no longer stay
22 in their cars and still will not get on
23 the bus because of the number of stops
24 that you have to make and the transfers.
25 So I think that we have to be futuristic.

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1 That being said, I'm also realistic.
 2 I know we have to look at several service
 3 delivery options and revenue alternatives
 4 to achieve our short and long-range goals.
 5 So I use my previous statement to
 6 stimulate you and the thought process
 7 during the day, and hope that you will
 8 join all of us in thinking about making
 9 Miami-Dade County a world class community.
 10 If you go to Washington, you go to New
 11 York, you go to other places, you're able
 12 to get on a train and go almost anywhere
 13 you want to go. A car is practically not
 14 needed, and everybody rides. That's what
 15 I see for Miami-Dade County, and that's
 16 what I envision for Miami-Dade County.

17 I look forward to continuing this
 18 discussion with you during the roundtable
 19 segment. And, again, thank you very much
 20 for being here this morning and for
 21 joining us.

22 MR. BEATTY: Thank you, Commissioner
 23 Jordan.

24 Just two points: The first, in
 25 addition to the other political leaders

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1 that we have with us, we have been joined
 2 by Mayor Matti Bower of Miami Beach.
 3 Please, Mayor, will you please rise.
 4 There you are. Let's give her a round of
 5 applause. And Mayor, thank you. Thank
 6 you for joining us.

7 Now, there are some among us here
 8 today who are fluent only in their native
 9 language, either Spanish and Creole, and
 10 so we have interpreters here to
 11 accommodate those persons. And I'd like
 12 to just very briefly pause on the agenda
 13 so that each one of them can announce in
 14 their respective language that fact.

15 (In Creole).

16 (In Spanish).

17 MR. BEATTY: Thank you. Now, I would
 18 have -- I would have made those statements
 19 in those respective languages, but I
 20 didn't want to provide embarrassment to
 21 any of the leadership here about my
 22 incredible fluency.

23 The County has invited all of you,
 24 all of us, here to this summit to give you
 25 a better understanding of what the PTP has

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1 accomplished, what changes have been made,
 2 and what challenges and choices we now
 3 face moving forward to implement a viable
 4 transit expansion program for Miami-Dade
 5 County. Most importantly, as Mayor
 6 Alvarez succinctly and very candidly
 7 presented during his remarks, the summit
 8 is designed to solicit your input and
 9 ideas on where we will go from here. The
 10 PTP was largely shaped by public input in
 11 2002. This half penny sales tax was
 12 approved overwhelmingly by voters on
 13 November 5, 2002, to give this community
 14 needed funding to invest in transit to
 15 begin to address the critical problems of
 16 traffic congestion in our growing
 17 community. There has been a lot done, but
 18 there have also been some significant
 19 bumps along the way, as you have already
 20 heard. The County is seeking your input
 21 in moving forward today.

22 We will have now a very special
 23 presentation. And so I'd like to
 24 introduce George Burgess, the County
 25 Manager, to provide you with a status

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1 report on the PTP, some of its
 2 accomplishments, challenges and some of
 3 the things that need to be considered
 4 moving forward. Let's welcome County
 5 Manager George Burgess.

6 COUNTY MANAGER BURGESS: Thank you,
 7 Bob.

8 Good morning, everyone.

9 THE AUDIENCE: Good morning.

10 COUNTY MANAGER BURGESS: This is a
 11 healthy and, I suspect, somewhat overdue
 12 conversation, quite necessary.

13 What I would like to do, as briefly
 14 as I ever can, so I will try to move
 15 along, is to tell a little bit of a story
 16 about the People's Transportation Plan.
 17 And more than that, the challenges this
 18 County has had in funding its
 19 transportation needs for going on probably
 20 40 years. It hasn't been easy. It's a
 21 dynamic community. It's a fast growing
 22 community. And it's a community that has
 23 been significantly constrained as far as
 24 the resources that are needed to develop a
 25 transportation system that keeps pace with

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1 our rapid growth. That the community did
2 what it did in 2002 speaks volumes about
3 the desires of all of us, of all of you,
4 to see a community where we can
5 efficiently move people across our region,
6 from home to work and back, to shop, to
7 recreate.

8 Some points that I would like to make
9 immediately. One, I'm going to share with
10 you what I believe to be the facts. They
11 are what they are.

12 Two, I don't think there's a person
13 in this room that doesn't want to see our
14 transportation system improve. And it
15 has, but it needs to improve more.

16 Three, what we're discussing today,
17 the challenges we face, are not in any way
18 whatsoever comparable to a lottery bait
19 and switch. It simply is not. It's a
20 reality of significantly increasing costs
21 and significantly less revenue. It is not
22 a bait and switch. It simply isn't.

23 And, lastly, and the Mayor said this
24 well, the PTP has had its challenges, but
25 it wasn't to defend those who have been

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1 involved. It wasn't mismanaged, but it
2 was quite unmanageable, because there was
3 far more expected, out of 80% of one-half
4 percent of a sales tax, than could be
5 delivered. And what I'm going to do is go
6 through some slides and kind of talk
7 through them.

8 And I think the first thing to do is
9 go back in time a little bit, maybe even
10 quite a bit.

11 The County has been trying to secure
12 a dedicated funding source to address what
13 we'll recognize as enormous costs to grow
14 our transit system. As Commissioner
15 Jordan points out, it's not just about a
16 bus system. It was also about a rail or
17 some kind of a fixed system to move large
18 volumes of people in a very, very fast way
19 across our community, whether it be rail,
20 or some other alternative. Although,
21 quite frankly, rail has been our focus.

22 We went to the voters four times for
23 a one percent sales tax and it failed
24 every time. Finally, in 2002, the voters
25 did approve, not a full cent, but a half

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1 cent. And for that -- actually in
2 addition to that, 20 percent of that half
3 cent goes to cities to fund municipal
4 transportation needs, whatever they might
5 be, and they're very, very good ones that
6 are moving people in our smaller
7 communities. For those of you who are in
8 the Gables, you know about the trolley,
9 moves people for free. It works. And
10 there are projects in our larger cities,
11 in our smaller cities, that are showing
12 success. But if we're talking about a
13 regional system, rail, regional bus
14 system, 20 percent of the dollars aren't
15 going to that right off the top.

16 Through the years, through the 70's,
17 through the 80's, this County is what was
18 called, and I don't want to get technical,
19 but there's a constitutional limit on
20 millage rates. That's a good thing, but
21 it also means you're limited in the
22 revenues you can raise to fund your
23 operations.

24 Ten consecutive years, and 10
25 consecutive years for after that for a

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1 total of 20, those second 10 consecutive
2 years, we actually saw every year our tax
3 rates reduced. The point is that you
4 weren't seeing large infusions of funds
5 going into our transit system. In fact,
6 you were seeing a very flat property tax
7 support to transit. Very hard to run a
8 system that way.

9 To keep things together, the
10 Department was doing some things that you
11 can do, but shouldn't do, like using
12 capital funds from the Federal Government
13 to support maintenance expenses, because
14 they had no other choice, but, in fact,
15 those cap -- those federal grant dollars
16 could have been used to support capital
17 improvements, replacing buses, upgrading
18 the equipment in our bus yards or on our
19 rail system or at our transit stations.

20 In 2002, the PTP passed, and the
21 People's Transportation Plan. And that
22 half cent sales tax wasn't just about
23 transit, it was about transportation. You
24 can flip the slide. Transportation is
25 about bus service improvements -- no,

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1 back, I'm sorry. Sorry, go back to the
2 CITT one. I missed a slide.

3 When the voters approved the People's
4 Transportation Plan in 2002, what you did
5 is you approved, as I said, a plan to fund
6 transportation improvements and you also
7 approved citizen oversight. And the
8 Citizens Independent Transportation Trust
9 provides that oversight, it approves all
10 half cent sales tax supported contracts,
11 and it is a critical step in the process
12 of ever making any amendments to this
13 long-term People's Transportation Plan.

14 I've had the -- yes, it's true -- the
15 pleasure of spending time before the CITT,
16 as it's called, and they do take their job
17 very seriously and their job is not easy.

18 As I said, the transportation plan
19 was not just about transit. It was also
20 about transportation. Much has happened.
21 As much as we sit and we say where are all
22 of those rail lines -- and I think some of
23 us have wondered, and I know we have heard
24 from people that have said as quickly as
25 two or three years after the half cent

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1 passed, where are the rail projects?
2 Where is all the construction? Where is
3 my Metrorail that's going to go to
4 different places?

5 Well, here are some facts. The
6 People's Transportation Plan provided the
7 local funds to leverage federal dollars
8 and state dollars to build those
9 corridors. 25% of a large -- let's just
10 talk about the orange line. 25% of the
11 orange line would be funded by the
12 People's Transportation Plan, the half
13 cent sales tax. That means that 75% has
14 to come from somewhere else, which means
15 that we have to apply, we have to compete
16 with every large urban area in this
17 country for incredibly limited federal
18 funds, incredibly limited. And they're
19 getting more and more tight every year. I
20 assure you over the last 10 years, they
21 have gotten incredibly tight as domestic
22 spending at the federal level has been
23 tight for economic and other reasons.

24 What is going to be in store for us
25 in the future, I don't profess to know.

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1 All I can tell you is about the past. So,
2 realistically, were you going to see rail
3 projects pop up? No. And if we were
4 successful, and if we are successful in
5 getting federal funds so that we can fully
6 fund a transit rail project, an orange
7 line or part of an orange line, those
8 projects take at least eight to 10 years
9 to complete. You can't do it any faster
10 based on the reality of right-of-way
11 acquisition, building these enormously
12 complicated projects. And more than that,
13 the required federal process of review,
14 permitting, studies, alternatives, series
15 of steps that have to be taken before you
16 even are ready to bid out the project
17 itself. So, practically speaking, over
18 the 30 years we constantly talk about as
19 our People's Transportation Plan planning
20 period, at the most, we would likely be
21 able to build three transit corridors,
22 assuming the orange line, as the way it
23 was applied, the applications were
24 submitted, are two corridors, in fact, a
25 north and an east/west component, that's

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1 two, and one more, over 30 years. We were
2 not going to see transit lines popping up
3 all over this County. It simply is, was,
4 will be impossible. It's more
5 incremental.

6 Now, what have we done? Well, we've
7 added at least six million revenue miles
8 of bus service. We've implemented 19 new
9 routes. We've expanded bus service.
10 There were a lot of hands that were raised
11 about -- from folks that ride the bus.
12 Maybe there should be more hands raised.
13 Maybe with time there will be. The fact
14 of the matter is, significant investment
15 has been made in adding improved bus
16 service. We've added over -- and these
17 are little things. Little things matter.
18 And not everyone rides a bus. Investments
19 have been made in bus shelters. The
20 People's Transportation Plan, as has been
21 mentioned, funds a Golden Passport program
22 so all of our seniors can ride the bus for
23 free.

24 Commissioner Jordan talked about the
25 fact that transportation, transit, is not

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1 self-funded, that it requires subsidies.
 2 She mentioned the 40% figure. We're
 3 probably more like 20 to 25%. Of the
 4 revenue to support our system comes from
 5 fares, and that's because 75% of our
 6 riders do not pay full fare. I'm not
 7 saying that's a bad thing. I'm saying
 8 that's a fact. There's nothing wrong with
 9 discounted fares, except you have to
 10 understand that you have less revenue to
 11 do other things.

12 In the area of Public Works much has
 13 been accomplished. Quite frankly, the
 14 last five, six years have probably been
 15 the most active, exciting years for
 16 somebody in the business of Public Works
 17 in a long, long time. We are in the
 18 middle of resynchronizing every one of our
 19 traffic signals in this County. We have
 20 44 Public Works Road projects underway in
 21 some stage of planning or development.
 22 Fifteen projects of which have been
 23 completed already, including projects like
 24 Martin Luther King Drive improvements from
 25 37 Avenue to I-95; Grand Avenue

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1 improvements, which are two beautiful
 2 projects; Southwest 97 Avenue, another
 3 one. These are just three examples.
 4 We've put 3,800 illuminated signs across
 5 this County. And anyone who has driven at
 6 night and notices those illuminated signs,
 7 notices those illuminated signs. And as
 8 somebody who can't see very well, as I've
 9 been told by people I work for, I can see
 10 those signs. I have a hard time seeing
 11 the ones that aren't illuminated. 10,000
 12 new traffic street signs have been added
 13 to the list of signs we're adding annually
 14 because of the People's Transportation
 15 Plan. And anybody who has seen the
 16 traffic circles, and various calming
 17 devices, resurfacing projects, school zone
 18 flashing signals, guardrail installations,
 19 et cetera, et cetera, et cetera. For
 20 those of you who don't ride the bus, there
 21 are, in fact, across this incredibly large
 22 County a significant number of Public
 23 Works projects that have been done because
 24 we have the half cent sales tax.

Now, we talk about the existing

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1 system, improving the bus system,
 2 improving the infrastructure that supports
 3 our existing system. We talk about Public
 4 Works. Well, we also pursued, and this is
 5 the tough one, developing the transit
 6 corridors. And the one we've been
 7 focusing on is what's called the orange
 8 line, which has two pieces: A north leg
 9 that runs up Northwest 27 Avenue from
 10 roughly Earlington Heights, give or take,
 11 and an east/west component that will run
 12 from the airport to Florida International
 13 University's Tamiami campus. As I
 14 explained earlier, that is a tough one,
 15 because it's highly, highly competitive
 16 with other transit properties around the
 17 country. And the Federal Government
 18 requires, because of this incredibly
 19 competitive environment and the fact that
 20 the Federal Government does not have
 21 nearly the dollars they had back in the
 22 original Metrorail days to go for transit
 23 -- and, by the way, just so you know, when
 24 Metrorail was originally built in the
 25 70's, 80% of the money, to my

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1 recollection, came from the Federal
 2 Government. 80%. We were only coming up
 3 with I think 10% locally. Is that about
 4 right? Yeah.

5 As we move at trying to develop this
 6 orange line, the FTA tells us that they
 7 have to be comfortable that we are not
 8 only going to be able to fund the
 9 construction of the orange line, but that,
 10 of course, we can operate it once it's
 11 built. And more than that, that we cannot
 12 only fund the bus service that has to stay
 13 as it is today, but that, in fact, the bus
 14 service has to grow. So they're telling
 15 us, not only do we require you to have the
 16 money to build the orange line, but, in
 17 fact, that you also have to grow your bus
 18 service across the entire County so that
 19 the service you have today is the exact
 20 same service 30 years from now in terms of
 21 on-time arrivals of buses. So if
 22 congestion increases, you have to add bus
 23 service to address congestion, and far
 24 southwest Dade, even if you're addressing
 25 the need to build a rail system in

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1 northeast Dade. That may or may not make
2 sense. To some extent, I think it does;
3 and to some extent, I don't think it does
4 at all.

5 Next slide, please.

6 As we go through this challenge of
7 submitting our federal application and
8 showing that we have the funding -- or how
9 we would generate the funding to support a
10 rail project, an orange line, its
11 construction, its operation, the proper
12 funding and growth of a bus in the balance
13 of a transit system, independent of an
14 orange line, we have to show how we're
15 going to fund it. Well, a half cent sales
16 tax -- or, excuse me, I'm sorry, 80% of a
17 half cent sales tax only goes so far.
18 That is one funding source among many that
19 are needed.

20 The County also provides, in fact,
21 more or about the same today as the sales
22 tax from property taxes. Each one of you
23 -- your property tax dollars support
24 transit. For those years I talked about
25 when we really have an inability to raise

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1 property tax revenue -- again, it may be
2 viewed as a good thing -- our support to
3 transit was relatively flat. Those
4 colored lines in light blue that are
5 growing dramatically, those show the level
6 of property tax support we are putting in
7 transit that we started about four years
8 ago from the general fund without raising
9 taxes, basically, absorbing it and making
10 it a priority that is funded and other
11 things simply don't get funded. To make
12 sure this occurs, we grow that property
13 tax support by 3 1/2 percent a year. We
14 never did in the past. We started about
15 four or five years ago as a matter of
16 policy, and we do it every year and it's
17 our intent to do it every year going
18 forward.

19 Even with that property tax support
20 growth, in conjunction with that half cent
21 sales tax, we have a challenge. That
22 challenge is further reinforced by the
23 fact that over the last two years alone,
24 there have been significant reductions in
25 the amount of resources that come in to

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1 government at the local and county levels
2 because of property tax relief initiatives
3 that have been adopted in our constitution
4 by the state legislature, as then enacted
5 by local boards.

6 In our case, over two years, the
7 County has roughly \$400 million less over
8 two-year period in resources to support
9 operations than we had before these last
10 two years of relief efforts. It makes us
11 -- it makes it harder for us to fund these
12 different projects. It's no different
13 than you at home. And, quite, quite
14 similar, that if you have a 25, 30%
15 reduction in your income at home, you
16 can't do as many things. And the same
17 thing is facing government. The same
18 thing is facing county government.

19 Before we move into where we're
20 going, just to reiterate where the half
21 cent has gone, we've probably collected
22 about \$900 million of half cent sales tax
23 since the enactment of the tax in 2002.
24 About 84% of that money has either gone to
25 the cities, to rail or bus service

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1 improvements or to those Public Works and
2 small-scale transit capital improvement
3 projects. It has been used. It has been
4 used, and improvements have been made with
5 it.

6 Now, this is the orange line. I
7 won't do it, but if anyone who's
8 interested, we can also show you a slide
9 that shows all of the different colored
10 lines that were proposed as part of the
11 collateral materials when the 2002
12 People's Transportation Plan was
13 presented.

14 This orange line we had been working
15 on as a Metrorail type project. Heavy
16 rail it's called. To do that heavy rail
17 project across the entirety of that orange
18 line, based on our current forecast -- and
19 I caution people always, when you look at
20 something over 30 years, the day after
21 those forecasts are printed, things are
22 going to change. And anyone who -- that's
23 just a reality. So looking over 30 years,
24 based on our most recent look, and we were
25 trying to be as conservative as we

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1 possibly could be, there is about a
 2 \$9.4 billion shortage. This is over
 3 30 years, and these are very large
 4 sounding numbers. They are big numbers,
 5 but it's also over 30 years. And if each
 6 of you would just think about this for a
 7 second, just to put things in perspective.
 8 If any of you can imagine, do you think
 9 somebody in the year 1935 could have ever
 10 guessed what the world would look like in
 11 1965? There were people in 1935 doing all
 12 the pro formas and all the forecasts and
 13 making all kinds of assumptions based on
 14 the information they had at that point in
 15 time. Probably very good assumptions
 16 based on what they knew. But, the reality
 17 is, we're all human, and there's a whole
 18 lot we don't know. Just think about that.

19 Now, for this orange line, why is
 20 there this \$9.4 billion gap? I mean, what
 21 happened? Why am I telling you this?
 22 Well, the construction costs are
 23 40% higher than the estimates in 2002,
 24 40%, 4-0. Surtax receipts, based on our
 25 latest forecasts over those 30 years, are

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1 about three billion less than we had
 2 forecasted a year ago. These are much
 3 more conservative forecasts. The economy
 4 changes, or half-cent will improve. The
 5 economy will improve certainly well before
 6 that 30-year period, but based on what we
 7 know now, we're looking at about
 8 \$3 billion less.

9 In 2002, we assumed \$2 billion more
 10 in federal and state participation than
 11 we're looking at today, and the cost of
 12 providing that free or heavily discounted
 13 transit fares cost the pro forma probably
 14 something in the range of 5 to 7 billion
 15 dollars, I believe. It's a lot. You had
 16 full fares, (inaudible) rose dramatically.
 17 I'm not advocating that. Just stating a
 18 fact. And this is a good thing.

19 But the point, when you flip the
 20 slide, you will see that Metromover is now
 21 free. We have 32,000 people that are
 22 daily, riding Metromover daily for free.
 23 The Patriot Passport and the Golden
 24 Passport combined, those are wonderful
 25 programs, but they're allowing 190,000

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1 riders, these are large percentages of our
 2 transit riders, to ride for free.

3 Our challenges. We simply have a
 4 program that overpromised. Whether it was
 5 by design or not, I don't know, but I do
 6 know it was overpromised. The needs are
 7 there. The funding is less. There are
 8 things that have happened. The Board -- I
 9 know this was championed by Commissioner
 10 Jordan and Rolle, and, in fact,
 11 significantly the Board, Commissioner
 12 Moss, Commissioner Sorenson. I think
 13 Commissioner Heyman. I may miss somebody,
 14 Commissioner Edmonson, too, I think, all
 15 supported their increase to allow for us
 16 to be able to adjust the fares as
 17 inflation adjust over time. Those fare
 18 increases will help us close the gap, but
 19 we still have a large, large gap, as I
 20 said.

21 We're going to have to make some
 22 tough choices, real tough choices, and
 23 that's where today becomes very important.
 24 The expectations are high. The funding
 25 gaps are large. I think what we're going

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1 to need to do is focus on incremental
 2 improvements to our transit system. The
 3 big, huge, large, heavy rail projects
 4 moving aggressively across the entirety of
 5 the County cannot be done unless this
 6 community is prepared to tax itself
 7 heavily. You heard the Mayor say that he
 8 certainly is not comfortable recommending
 9 that kind of large tax burden placed on
 10 your shoulders. So, what we do, and I'm
 11 going to skip through a couple of slides,
 12 go to -- we finish the project that we're
 13 in the middle of right now. We're going
 14 to break ground in about a year on the
 15 Mick Earlington connector so that our
 16 existing Metrorail system connects to the
 17 airport. It's funded. And, by the way,
 18 it's funded without federal participation,
 19 which frankly sped up the project
 20 dramatically and by definition saved
 21 significant costs relative to the long and
 22 tedious process we think of going through
 23 the federal approvals.

24 We focus on the little things we can
 25 get done. We replace our Metrorail and

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1 Metromover cars with equipment that is
 2 modern. It doesn't break down, the air
 3 conditioning works. And it provides a
 4 quality, safe, clean convenient move for
 5 you. If we put fare collection system in
 6 that's state of the art, that allows us to
 7 know where the riders are and where the
 8 riders aren't, a system that allows us to
 9 make sure that people don't cheat and
 10 sneak on the bus that should be paying but
 11 don't, a system that is comparable with
 12 any large progressive transit system in
 13 our country. And we make sure the fares
 14 are adjustable with inflation. All of
 15 these things we have done.

16 There is something that we now need
 17 to do that we have yet to do that is
 18 enormously important, and that is we have
 19 to know we're funding a system for you,
 20 not two systems. We don't fund an
 21 existing system that preexisted the sales
 22 tax. I explained to you all of the
 23 challenges we faced with very limited
 24 dollars and struggling to hold it together
 25 at some minimally tolerable level of

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1 service while we have a new system that is
 2 funded with a sales tax, so that as we
 3 have to tighten -- as we have to cut,
 4 because we lack money, it doesn't make
 5 sense to have to cut the existing system
 6 and allow the new service to stay intact,
 7 because, in fact, the existing service is
 8 the service that has the most riders. We
 9 want to stop this old versus new and, in
 10 fact, have one unified system that is
 11 funded by fares, that is funded by a
 12 significantly growing property tax support
 13 that we absorb in our budget without
 14 raising millage rates and a sales tax.
 15 And we fund the highest demand, the
 16 busiest routes efficiently and effectively
 17 and not fund new routes that are
 18 underutilized while we cut older routes
 19 that have a lot of riders. That simply
 20 doesn't make sense. That is hugely
 21 important in the short-term, and
 22 ultimately it will be important in the
 23 long-term.

24 The Public Works projects I talked
 25 about, we need to finish and stop.

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1 Projects that might be in the list to do
 2 that we haven't started need to be funded
 3 from another source, whether that be road
 4 impact fee funds or some other sources in
 5 the future, but we need to purge those
 6 projects from the half cent sales tax.
 7 And we have to look at all of the
 8 alternatives for rail -- for corridor
 9 development. It may be rail. It may be
 10 the administration in Washington's
 11 philosophy will change and we'll have
 12 large sums of money flowing to cities to
 13 build heavy rail projects, and then maybe
 14 not, because we're talking about a lot of
 15 money. So we have to look at other
 16 options.

17 And I know there's a lot of hands
 18 that dropped when the question was asked,
 19 do you ride bus or do you ride rail.
 20 There's a lot more rail hands than bus
 21 hands, but there are other technologies
 22 that are out there that are used around
 23 the world and around this country, things
 24 like Bus Rapid Transit, which isn't your
 25 stereotypical bus. It is, in fact, a

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1 dedicated lane without intersections,
 2 without traffic. You can have it go
 3 through traffic, but it doesn't have to.
 4 And it's multiple cars attached to each
 5 other, and it has the look and the feel of
 6 a train and the stations can look and feel
 7 like train stations. The difference is
 8 that it saves us billions of dollars in
 9 costs. Billions. Faster to build, less
 10 expensive and cheaper to operate. Less
 11 expensive, faster to build, cheaper to
 12 operate. And until the money flows, and
 13 we just can't stop the flow, we have to
 14 start looking at alternatives. And bus
 15 rapid transit is one we have to give a
 16 serious look and at least have a good
 17 healthy discussion on.

18 There are different types of bus
 19 rapid transit. I'm not going to go
 20 through that with you. But with either
 21 something that more navigates through
 22 traffic or something that is truly a
 23 separate and dedicated lane that does not
 24 intermix with cars whatsoever, both of
 25 them have a cost that's beyond what we

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1 projected, but significantly less cost
 2 than the heavy rail alternative.
 3 The point of all of this: You don't
 4 know what the future has in store for you.
 5 Yes, the People's Transportation Plan was
 6 overpromised. Very hard to manage, but
 7 not mismanaged. And what we have to do is
 8 put our heads together. This is an
 9 opportunity, and there's much that can be
 10 accomplished if we put our heads together.
 11 I, too, believe in the positive and not
 12 the problems. I think you have to address
 13 them. You have to move forward as
 14 efficiently, as intelligently as you can.
 15 And I truly think there's an opportunity
 16 here to come up with some alternatives
 17 that really will improve the commute
 18 times, will address congestion, but just
 19 in a different way that we've been
 20 assuming and at a lower cost.
 21 With that, thank you very much.
 22 MR. BEATTY: Thanks.
 23 Ladies and Gentlemen, as you can see
 24 the complexity of the issues that all of
 25 you and our leaders have to address is

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1 just abundantly clear. There's a lot to
 2 be done, and we have to find and find ways
 3 in which to accomplish these multitude of
 4 tasks and responsibilities. And, of
 5 course, you're all here to helping that
 6 process. And that's truly what
 7 government, what good government, what a
 8 Democracy is all about.
 9 I'd like to take a moment to identify
 10 two additional persons who have joined us:
 11 Gus Pego is the Secretary of District 6,
 12 Florida Department of Transportation.
 13 Gus, are you here? Gus. Thank you.
 14 And one of the favorite daughters of
 15 this community, Congresswoman Carrie P.
 16 Meek. Where is she? Here she is.
 17 Congressman Meek, it's an honor that we
 18 are here and that you have joined us, and
 19 so thank you.
 20 We are now about to embark upon the
 21 very important phase, and that is the
 22 public comment phase. And we have
 23 accumulated 115 of these blue cards, and
 24 that is tremendously more than we
 25 anticipated, but that's a good thing.

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1 That's a good thing. Now, we are faced
 2 with some challenges. We have lunch on
 3 the other side of the public comment. And
 4 we have for this afternoon, a roundtable
 5 discussion, all of which has to get done
 6 before we get unceremoniously kicked out
 7 of this place. And so we have a
 8 tremendous amount to do, and not all day
 9 in which to do it. So I'm going to have
 10 to ask for your very close cooperation.
 11 I'm going to have to ask that we keep very
 12 focused on the issue during the public
 13 comment phase. That if, in fact, someone
 14 has already raised the question or raised
 15 the perspective that you wanted to raise,
 16 please give someone else -- give someone
 17 else an opportunity to speak. And it's
 18 important, because we want to hear as many
 19 voices as possible, and there are many
 20 voices that we need to hear today. Now,
 21 after the comment period, again, we will
 22 have lunch, and there will be a roundtable
 23 discussion, as I've already indicated.
 24 And the Mayor, the Board members of the
 25 County Commission, County Manager, the

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1 Transit Director, and the civic and local
 2 leaders that I've already indicated who
 3 are listed in your program, will be on the
 4 panel. It's important that you stay with
 5 us during that period, because a lot of
 6 what you will talk about during the public
 7 comment period -- and people are lining up
 8 already, it's just amazing -- will be
 9 addressed by the roundtable. So we have
 10 Creole and Spanish interpreters for those
 11 who would like to speak, okay?
 12 Everyone will get two minutes to
 13 speak. And when you speak, I'd like you
 14 to come around the microphone and face the
 15 audience as you speak. On each table,
 16 there is a clock, and each person is
 17 allotted two minutes, two minutes to
 18 speak. Now, I would only ask that you not
 19 give rise to the need for the other
 20 moderator, the Robert Beatty moderator,
 21 who made all those mistakes and who has
 22 some issues, I would ask that you not
 23 request that he come back. But if, in
 24 fact, we cannot get through this, the
 25 other Robert Beatty is going to come back

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1 and he's going to move this process
2 forward very, very aggressively. I'm the
3 nice one. Work with me, and we'll get
4 through this very well.

5 Okay. So to the extent that you have
6 already lined up, let us do this. I'm not
7 going to worry about calling the names
8 that I have on the cards, but if you will
9 just state your name, and then set forth
10 the statement that you'd like to make,
11 okay? So we will alternate from one to
12 two, one person on this side, one person
13 on this side, next person over here, next
14 person over here and we'll rotate. So,
15 again, as you speak, come around the
16 microphone and face the audience.

17 And before we do that, before we do
18 that, I'm just going to allow the
19 Chairman, Commissioner Barreiro, to come
20 in for just a minute and to speak to you.

21 COMMISSIONER BARREIRO: Thank you.
22 Thank you. I just wanted to state in
23 Spanish to those of you who only speak
24 Spanish --
25 (In Spanish).

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1 (In Creole).

2 MR. BEATTY: Okay, let us begin. The
3 first person on my left, please come
4 around the mike and speak. Two minutes.
5 Everyone gets two minutes. Please watch
6 the clock on the table. The table right
7 in front of you is the clock that says
8 when your two minutes have expired, and a
9 red light will come on. And if you still
10 are talking, beeps will come on. And if
11 you're still talking, the other Robert
12 Beatty will come and speak to you. Okay.
13 All right, then let us proceed.

14 Yes.

15 MS. McNALLY: Good morning, my name
16 is Elizabeth McNally. I chair the
17 Commission on Disability Issues, as well
18 as the Cross Disability Committee and the
19 National Federation of the Blind.

20 I'd like to speak for a good number
21 of the disabled community, and say that
22 we're happy that we had this opportunity
23 to be here.

24 Our concerns are, we know about all
25 the expenses that are going into transit.

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1 I didn't hear para transit being talked
2 about at all this morning. And para
3 transit is probably one of the most
4 expensive programs we have. We have so
5 many riders, though, because as people
6 age, we have more and more disabled that
7 are unable to use fixed route. Yes, our
8 buses have lifts that work 70 percent of
9 the time, maybe. And often the buses pass
10 you by as if visually a para person --
11 it's often I'm standing at a bus stop, and
12 the bus goes right by me because I didn't
13 flag them. A garbage truck, or an oil
14 truck and a bus all are diesel engines.
15 How do I tell them apart? Another thing
16 that's coming about is the quiet cars.
17 Quiet cars make it more difficult for the
18 disabled to be in the community.

19 So these are things that I think need
20 to be taken into consideration when we're
21 trying to reevaluate. I'd like to
22 recommend that there be a study group, a
23 focus group, whatever you want to call it,
24 for people that are bus riders or
25 Metrorail riders, so that we can get input

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1 into the program when it's started.

2 And thank you for allowing me to
3 participate.

4 MR. BEATTY: Yes, sir.

5 MR. THORNIA: My name is Robert
6 Thornia. I've lived in the Orange Bowl
7 area for 30 years. I know what it is to
8 experience the traffic flow after a
9 football game. So I want to know if our
10 City Commissioners, our County
11 Commissioners are working on the same page
12 when they consider this new stadium to be
13 built at the Orange Bowl project -- land.
14 I figure that if half the people going to
15 the game were to pay full fare each time
16 there's a game, baseball game, there be
17 \$34,000 in the transit system if the
18 stadium were to be built on a mass transit
19 line. I think it is foolish for our city
20 to not consider the future, 10, 20,
21 30 years into the future, when they build
22 any kind of assembly hall that is not on a
23 mass transit line.

24 MR. BEATTY: Great. And thank you.
25 Sir, thank you very much.

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1 Next, on my left.
 2 MR. SHAPIRO: Can you hear me?
 3 MR. BEATTY: Yes, we can hear you.
 4 Yes, we can. We can hear you.
 5 MR. SHAPIRO: My name is Stanley
 6 Shapiro. I'm a citizen and an activist
 7 for Miami Beach. I am very proud that my
 8 two Commissioners, Commissioner Barreiro,
 9 Commissioner Heyman are here. I'm very
 10 proud that my Mayor is here, because I
 11 would have thought every single Mayor
 12 would be here. It's that important.

13 Having said that, I think the
 14 priority would be for Mayor Alvarez and
 15 the Commission to go to Washington on
 16 January 20th. And as was indicated, if we
 17 can get rail money for transportation,
 18 that should be our Number 1 priority.
 19 That's why this gentleman was elected.
 20 And let's see that we get back some
 21 funding for transportation.

22 Having said that, the last thing on
 23 the program looked absolutely fabulous.
 24 I'm a bus driver. I think Mr. Burgess
 25 said -- he said we're going to increase

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1 bus service. Well, the bus service has
 2 been cut drastically. There's nothing
 3 wrong with that. We have no money.
 4 Without money, we can do nothing.
 5 Whatever the Commissioners want or anybody
 6 wants cannot be done without money.

7 And one minor pick-up on Mayor
 8 Alvarez's comments, he said he thought
 9 there would be an increase in the sales
 10 tax. With the economy being what it is
 11 today, I don't think anybody can envision
 12 the sales tax improving.

13 The final thing, which I think will
 14 be difficult for senior citizens, I sort
 15 of figure up there of 188,000 Golden
 16 Passports, of which I have one, think if
 17 we charged the senior \$0.50 a ride, that's
 18 a dollar a day, that's \$188,000 a week,
 19 \$50 million. It's unpopular, but
 20 sometimes you have to pay the bullet.

21 Thank you for your time.

22 MR. BEATTY: Thank you.

23 To my right.

24 MR. FERRER: Yes, Horacio Saberon
 25 Ferrer, Vice President for Planning and

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1 Finance Alliance for Aging.
 2 I support the notion that a plan that
 3 is unmanageable is a plan that should be
 4 scrapped. We should re-base and look
 5 forward, perhaps trying to do a better job
 6 at forecasting.

7 I'd like to also advocate for the
 8 150,000 people, 60 and older in Miami-Dade
 9 County, who don't drive. There half a
 10 million people existing older in the
 11 County, of which 150,000 don't drive.
 12 Public transit is a good -- is a public
 13 good that benefits not only those who are
 14 using it, but also those who are not, who
 15 benefit from un-congested roads, faster
 16 rides and safer trips.

17 I'd also like to add to what
 18 Commissioner Jordan say about Miami
 19 aspiring to be a world class city. Miami
 20 should also aspire to be a city or a
 21 county that is friendly to people of all
 22 ages. Thank you.

23 MR. BEATTY: Thank you.

24 And before the next speaker begins,
 25 if we can have silence back in the lunch

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1 room, so that everyone can hear, so that
 2 we can move forward with this process very
 3 expeditiously. Thank you.

4 Yes, sir, on my left.

5 MR. KNIGHT: Ken Knight,
 6 MiamiVoterpower.org. I want to say best
 7 shout out, because we forgot the great
 8 Mayor from the great city of Opa Locka,
 9 Mayor Kelly. He's here also.

10 But one of the things that I want to
 11 say, because we took this little survey, I
 12 saw it here, but we should have took a
 13 survey from the riders that ride the bus
 14 when we decide to raise it to fifty cents,
 15 because most of the people, there again in
 16 the neighborhoods that I represent, they
 17 don't have the money to afford that
 18 50 percent increase. So when we do a
 19 survey, let's do it right. Let's go on
 20 the bus and ask the people that ride the
 21 bus.

22 Now, the other thing is this, is that
 23 we need an economic stimulus package that
 24 covers not only the people that live way
 25 down south, we need one that's going to

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1 affect the inner cities. And that package
2 needs to be put together where we don't
3 have to raise the fares on the back of
4 poor people. And mind you, when we took
5 the surveys here today, those were people
6 that have jobs. Most of the people don't
7 have jobs. I don't know who follows the
8 news here, but you've got to listen to the
9 news. We are the 50th state. We are at
10 the bottom of the economic ladder. We
11 don't have work. We don't have money.

12 And there, again, I heard somebody
13 talk about the Metromover. Well, you got
14 to get to the Metromover. And from where
15 I live, that's a long walk. So let's
16 really impact upon the people that really
17 needs the transit system, and that's the
18 poor people who really can't afford it.
19 But put together an economic stimulus
20 package. And Florida need to be getting
21 in line like the other states in pushing
22 the agenda for economic stimulus. And
23 make sure that when those jobs come, they
24 come to the inner cities. And we want to
25 build some of those parts. We got the

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1 great city of Opa Locka. We can do some
2 light manufacturing for those parts.
3 Unless it's going to be a complete package
4 that's going to be for the people, we're
5 not really serving the people. Thank you.

6 MR. BEATTY: To my right.

7 Yes, sir.

8 MR. WILLIAMS: Good morning,
9 everyone, my name is Roger Williams. I'm
10 just a concerned citizen. And I mean
11 perhaps I'm, you know, doing this
12 prematurely. Perhaps I should have waited
13 until the roundtable, but I just have a
14 few questions.

15 Earlier, Commissioner Jordan, who's
16 in my district of Miami Gardens, brought
17 up the whole issue of how -- she did that
18 little survey. I'd like to know how many
19 elected officials use public
20 transportation, because perhaps -- right,
21 because perhaps you'd be the best role
22 models for the rest of the citizens if you
23 use public transportation yourselves. I'd
24 like to know how many CITT members use
25 public transportation, right?

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1 I'm also -- I'm also concerned about
2 more regional. We live in north Dade, and
3 of course I do a lot of things in Broward
4 as well. I use public transport. I own a
5 car. I can afford one, but I choose to
6 use public transport. But the uncovered
7 bus stops, the buses that are made a lot
8 of times, I still decide to use it because
9 I believe in it, okay? And I think there
10 needs to be more regional cooperation with
11 Broward County, with Palm Beach County.
12 Whatever happened to the South Florida
13 Regional Transport Authority? Why doesn't
14 it have more teeth in making sure that
15 policies are followed through?

16 Also, CITT, which was a fantastic
17 idea, why don't they have more power? Why
18 don't they have more power as an
19 independent body? I know that these are
20 questions that I should probably have
21 saved for later on, but I just think there
22 needs to be more unification.

23 And also somebody had mentioned
24 something about FTA having certain
25 prerequisites before they can go forward

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1 with funding. Then if we have to provide
2 and continue to provide funding for the
3 future for transport, why are we
4 considering some far flung suburb called
5 Parkland going over the urban growth
6 boundary line? What are we doing? If we
7 really want to support transit, why are we
8 making a new suburb far flung for more
9 congestion?

10 It just seems to me, Ladies and
11 Gentlemen, and my fellow citizens, that
12 the policies that we're putting in place
13 don't lineup with what we really want to
14 do. This is something that we need to be
15 asking ourselves. If you want better
16 transit, make better decisions. Thank
17 you.

18 MR. BEATTY: Thank you.

19 All right, the gentleman on my left.
20 Yes, sir.

21 MR. HARDEMON: Roy Hardemon. My
22 comment simply is that when it comes to
23 transit, Liberty City and Model City has
24 the flu when other neighborhoods has a
25 cold. When I look at 27 Avenue,

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1 Brownsville station, the Martin Luther
 2 King station, all the stations that's
 3 within my district is having shortfalls.
 4 You ran out of money too fast. You never
 5 gave us what we needed in the beginning.
 6 You know, you're doing a lot of great
 7 things, but it ain't hitting home for me.
 8 All I'm saying is that when Bradley
 9 convinced me to go with the half cent, he
 10 told us that we were going to get jobs.
 11 We got them. Don't take them away from
 12 the drivers, because when you do, I have a
 13 problem with it.

14 We have some serious things in our
 15 neighborhood, too, that's going down. And
 16 I'm asking you all, as the leaders, you
 17 know, the bus must have missed Liberty
 18 City, because I don't see too many of me
 19 here, okay? I need some help with our
 20 transit. And we got to stay focused on
 21 what's supposed to be on 27 Avenue before
 22 it turns into Hialeah. Bring it back.
 23 Thank you.

24 MR. BEATTY: Thank you.

25 On my right, yes, ma'am.

1 MS. VITAE: Good morning, I'm
 2 Victoria Vitae. And I first want to thank
 3 Miami transit transportation service,
 4 because thanks to you, I can go to my --
 5 to my job. I live in Westchester, and I
 6 work in Pembroke Pines. I have to go all
 7 the way east to the Metro, then go north,
 8 and go west again. So we need Metrorail
 9 all the way west. We need it.

10 I have an idea how to get those
 11 funds. Last year, this January actually,
 12 I received from SunPass that I had to pay
 13 \$5,000 because I went through some tolls.
 14 I didn't know about it, because it was
 15 836, and I went through when that was in
 16 construction. I didn't know those -- I
 17 didn't know about those tricky tolls. And
 18 I'm sure all the people, thousands of
 19 people paying thousands of dollars to
 20 Miami-Dade Expressway. This is where you
 21 can get the fees for the public
 22 transportation.

23 And I have all the papers here. I
 24 send it to Mario Diaz Balart, Llorente. I
 25 went to all the mayors. I went to court.

1 I said I am innocent, because I didn't
 2 know about these tricky tolls. And you
 3 know what they did? They hide the amount
 4 I had to pay, because I said I was
 5 innocent. So what is this? They said
 6 that they are supported in a law that they
 7 -- they are trying to build, to construct
 8 more highways.

9 MR. BEATTY: And, ma'am --

10 MS. VITAE: All the way west.

11 MR. BEATTY: And, ma'am, we thank you
 12 so much.

13 MS. VITAE: And the cars doing more
 14 pollution.

15 MR. BEATTY: We thank you, ma'am.
 16 I'm sorry, time. Thank you so much.

17 MS. VITAE: So I would like to talk
 18 to you in the roundtable.

19 MR. BEATTY: Thank you so much.

20 Next, on my left. Thank you. On my
 21 left, yes, ma'am.

22 MS. WILLIAMS: Hello, my name is
 23 Helen B. Williams. I'm a former candidate
 24 for Mayor of Miami-Dade County.

25 I want to know why we're not sticking

1 to what we said we would stick to when we
 2 came to this summit? We need to know what
 3 happened to the money. We have seen a
 4 wonderful Power Point presentation, and
 5 we've seen the percentages that we say we
 6 use the money, and these are the
 7 percentages. But can we have an official
 8 audit report of the expenditures so we can
 9 see with our eyes that what you say is
 10 true?

11 County government seems to have a
 12 systemic pattern of having funds
 13 mismanaged and saying, oh, well, we did it
 14 wrong this time, we'll get it right the
 15 next time. I don't believe that, and
 16 don't you believe it either. See the
 17 audit report. I thank you, and God bless
 18 America.

19 MR. BEATTY: Thank you very much.

20 This man to my right.

21 MR. WILLY: I'm Ted Willy. I live in
 22 Miami Gardens. I'm speaking on behalf of
 23 PACT, People Acting for Community Together
 24 and I've also served four years on the
 25 citizens transportation trust.

1 PACT understands the financial
 2 pressures affecting public transit and
 3 other government programs. Such pressures
 4 require a tighter setting of priorities on
 5 the use of the Surtax funds, especially to
 6 the needs of those transit service users
 7 who have no other transportation
 8 alternatives. There are additional funds
 9 for bus and Metrorail priorities available
 10 in the ways that Surtax funds are
 11 currently spent. We agree with the County
 12 Manager, that Public Works streets and
 13 road projects should not be funded further
 14 with the Surtax funds.

15 The 20 percent of Surtax share that
 16 goes to those privileged municipalities
 17 existing before November 2002, their
 18 public transit project should be subject
 19 to the same productivity criteria that
 20 Miami-Dade Transit has subjected its own
 21 routes to. And that would make possibly
 22 the phasing out of the municipal
 23 20 percent, the largest diversion of funds
 24 in the next five years.

25 Other potential sources of funds for
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1 public transportation directed to the
 2 needs of those who are most dependent on
 3 it would be the reinstatement of some
 4 charges for those seniors like me who ride
 5 free, greatly increase monthly parking
 6 fees at the overcapacity transit stations
 7 and an increase in the local option gas
 8 tax.

9 We maintain that there should be
 10 continued special accountability for the
 11 Surtax funds rather than the County
 12 Manager's proposal to merge Surtax and
 13 General Revenue Funds. The experiences of
 14 the past six years support the need for
 15 strength and oversight and sharper
 16 focusing of Surtax revenues.

17 MR. BEATTY: And thank you very much.
 18 Thank you so much.

19 To my left, yes, sir.

20 MR. WILCOX: Good morning to
 21 everybody. My name is Nathaniel Wilcox.
 22 I'm Executive Director of PULSE. That's
 23 People United to Lead the Struggle for
 24 Equality.

25 This morning I feel like I'm a part
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1 of an F school. I feel that we heard from
 2 the F principal, and we've heard a lot of
 3 excuses why this community should accept
 4 being an F class city. Not a world class
 5 city, but an F class city. I've heard a
 6 lot of excuses: The money is not there.
 7 Well, they found money for the stadium.
 8 They found money for the tunnel. They
 9 found money for this expensive boat
 10 marina. They found the money. But now
 11 we're being -- our minds are being
 12 conditioned to expect less. We're being
 13 told to lower our expectations and remain
 14 in our minds an F class city. F class
 15 community. We should not accept that. We
 16 should hold our County officials
 17 accountable for the job they should be
 18 doing.

19 The reason they didn't get that one
 20 percent sales tax year after year is
 21 because we did not trust them or those who
 22 were in an official capacity to do the
 23 right thing with our money. Now they're
 24 telling us again they have received the
 25 greater F from us, because once again we

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1 can't trust them with our money. They're
 2 telling us there's a 9 1/2 billion dollar
 3 shortfall. Well, Miami is not the first
 4 city to have rapid transit. You have
 5 other major cities that have been
 6 successful in getting the job done.

7 I wrote the Washington transportation
 8 system. It blew my mind. It's all
 9 underground. It costs lots of money to
 10 run that. Other cities are doing it.
 11 Atlanta. Atlanta, it's wonderful. Why
 12 can't Miami-Dade get off that F mentality
 13 and get the job done? We should not
 14 accept the mayor's or the principal's
 15 excuse. California is expanding. They
 16 just voted over billion dollars to expand
 17 their rail system in their community.
 18 What's wrong with Miami-Dade? We have an
 19 F mentality leadership.

20 MR. BEATTY: Thank you so much, Mr.
 21 Wilcox.

22 On my right, yes, sir.

23 MR. GONZALEZ: Good morning, my name
 24 is Alejandro Gonzalez. I'm a student at
 25 Christopher Columbus High School. I'm a

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1 resident of District 7 -- 8. I'm in
2 District 8.

3 I just wanted to make a comment on
4 the last point -- on the last page of our
5 packet, and remarks made by Carlos --
6 Mayor Carlos Alvarez and mayor -- and
7 Manager Burgess stating that the PTP was
8 unmanageable, not mismanaged. But with an
9 attitude like that, we're not going to get
10 anywhere. The BCC cannot expect people to
11 come out of their homes, like we have done
12 today, and take time out of our lives to
13 ask you to fix our problems. It is up to
14 the County Commission, the Mayor of the
15 office and other managers to use our God
16 given insight to fix these problems that
17 have been 50 years in the making.

18 Does PTP need revision? Yes, it
19 does. Does it need work? Yes, it does.
20 But is it manageable? Yes, it is. Is it
21 achievable? Of course it is. But that
22 doesn't mean that we need to give up and
23 that we need a whole list of things that
24 we're doing, that we're doing, that we're
25 doing, but nothing is getting done. Thank

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1 you.

2 MR. BEATTY: Thank you. Thank you
3 very much.

4 Yes, sir, on my left.

5 MR. HAYES: Good morning, my name is
6 Herschel Hayes. I'm Chairman of the
7 Heinley Park Model City Homeowners
8 Association. And I want to thank all of
9 our leaders, which is our Commissioners,
10 for the good work that they've done.
11 However, we have some serious concerns in
12 regards to some of the things that they've
13 done in regards to approving a baseball
14 stadium with all of the concerns being --
15 we are hearing this morning in regards to
16 the problems we are having with our
17 transportation system.

18 Now, a lot of voters back in
19 November 5, 2002, went to the polls and
20 approved a half cent sales tax. A lot of
21 people on the north end had the
22 understanding that the corridor, the north
23 corridor, is going to move forward being
24 built. And so what we would like to see
25 is the north corridor moving forward as it

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1 was planned to move north before it went
2 in any other direction.

3 And, also, one of the problems that
4 appear to be happening, the Herald stated
5 sometime ago, and I just like to make a
6 reflection on what they said sometime ago,
7 it simply says, "The U.S. Department of
8 Transportation will announce it is
9 lowering the rating in Miami-Dade 1.3
10 billion Metrorail north corridor plan to a
11 level where it doesn't qualify for up to
12 \$700 million." So what I would like to do
13 is simply ask our leaders, our
14 Commissioners, Dade County, is if you
15 would direct more attention to addressing
16 these serious needs for the people.

17 Thank you very much.

18 MR. BEATTY: Thank you.

19 On my right, yes, ma'am.

20 MS. ROBERTSON: Good morning, Elise
21 Robertson, representing the Downtown
22 Development Authority.

23 I wanted to just bring everybody up
24 to date on the new downtown that's been
25 developing. We've grown in population

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1 about 12% since 2000, and there's a lot of
2 needs in downtown. As far as the current
3 boardings, the stations that -- Metrorail,
4 Metromover, Metrobus that serve downtown
5 are the highest boardings per day. And
6 we're not looking particularly today to
7 looking for expanded service, but the
8 service that we have currently with
9 Metromover and the maintenance in
10 Metromover is severely lacking. And so
11 one of the things -- we don't want to just
12 come here and ask for additional services.
13 We want to come and be part of the
14 partnership, the downtown business
15 community, and ask that these -- the
16 stations and the line be properly
17 maintained. And in exchange for that,
18 we're willing to look at the promise that
19 was made under the PTP for free Metrorail
20 -- for free Metromover in downtown to look
21 at actually instating a charge in the
22 Metromover. Because without money, the
23 escalators, the elevators, everything is
24 really in very poor condition. And so we
25 want to be part of the partnership.

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1 And we believe, by the way, the glut
2 of condos that are in downtown Miami, they
3 are going to fill up. They are filling up
4 now with renters. And it is the eastward
5 hoe movement that we're actually having
6 people move into downtown for the first
7 time in history, and that's really where
8 the resources should really be going for,
9 for rapid transit and for the Metromover.

10 Thank you.

11 MR. BEATTY: And thank you.

12 On my left, yes, ma'am.

13 MS. GAUN: My name is Marbelight Gaun
14 (phonetic). I'm the Chairperson of
15 Concerned Citizens in Dade County here,
16 Miami, particularly Liberty City, Overtown
17 and Brownsville.

18 Now, I just want to -- I just want to
19 understand about the improvement of the
20 Public Works in regard to a federal
21 application that you had mentioned on how
22 you're going to submit that to the Federal
23 Government. And it's a projection,
24 according to the slides that you showed us
25 here, that our property taxes are going to

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1 go up and up and up. It's apparent.

2 The next question is, you all broke
3 ground on the Earlington station and that
4 connection is to the airport. Why not
5 start breaking ground for the orange
6 station as well? Now, you told us about
7 the \$9.4 billion shortage of the orange
8 station, but this was promised to the
9 citizens. And we cannot be held, just
10 like Reverend Wilcox said, of the failures
11 of the County Commissioners under
12 management, mismanagement and all these
13 little buzz words that they used to make
14 the people think that the money is not
15 there.

16 Now, Chairman Barreiro said that he
17 voted against this, and I remember that,
18 because he felt back then it wasn't enough
19 money. Don't come back to us and say
20 they're going to raise property taxes and
21 what have you. I'm a property owner and I
22 cannot afford no more taxes being raised
23 on me. Period.

24 And we got too much things going on
25 right now. You're going to build a dog

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1 gone tunnel down there. Don't build no
2 tunnel. Get the people to work. I
3 believe in progress, yes, but just like
4 the gentleman said, you're going to have a
5 ballpark. Isn't it feasible to have it
6 where there's transportation to Miami
7 Stadium somewhere, where everybody can get
8 to the dog gone ballpark?

9 So you know what, this is an F
10 community and it always has been. It has
11 to be some improvements. The citizens
12 that take the bus need to be compensated.
13 Don't raise no fares on those elderly
14 people. Do not raise no fares on those
15 elderly people. Fifty cents goes a long
16 ways when they got to decide whether
17 they're going to buy their medicine or
18 they're going to buy something to eat.
19 Don't raise no fares on them. Thank you
20 very much.

21 MR. BEATTY: And thank you very much.

22 Now, before we proceed, before we
23 proceed, Ladies and Gentlemen, those -- am
24 I hot? Those in the lunch room, Ladies
25 and Gentlemen in the lunch room, if you

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1 could please keep the noise down because
2 we're having difficulty hearing out here.
3 And, staff, if we could have staff to
4 descend upon the lunch room and please ask
5 all of those in the lunch room to keep
6 their voices down so that we could hear in
7 this area here.

8 Yes, sir.

9 MR. BATHAY: Okay, my turn?

10 MR. BEATTY: Yes, sir.

11 MR. BATHAY: Fine. I'm John Bathay
12 (phonetic). There are two or three, half
13 a dozen of you that I wanted to hug,
14 'cause I haven't seen you in a while in a
15 room, so I hereby now hug you.

16 Now, I want to refer to the lovely
17 energy in the room, and I want to comment
18 on the community. My first reference is
19 to the 9.4 billion that we need over
20 30 years. Before the day is over, I hope
21 that Manager Burgess could convert that
22 for me to a sales tax. A sales tax does
23 not bother me at all if we -- now, the
24 responsibility is on the community.

25 Consider Palm Beach bound, if they bound

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1 together in the legislature, we might
2 tweak the sales tax, even change the
3 constitution, so that the burden of the
4 sales tax could fall on the low, middle
5 class, upper middle class and the very
6 rich. And the people who are in very low
7 income, they would have less of a burden
8 on the sales tax.

9 But if we want -- do not blame your
10 elected officials, because -- honestly,
11 because they are elected officials, they
12 will respond to you, the whole community
13 if you say we want a special sales tax for
14 so many years, et cetera.

15 Concerning the gentleman who so
16 eloquently said what about employment and
17 an economic program for the very poor?
18 The police won't like this. No regular
19 police now should go on duty at the new
20 baseball stadium, but hire and train
21 people who are unemployed, barely
22 employable, train them to be -- the bell
23 rang, to be the guards at the baseball
24 stadium.

25 MR. BEATTY: And, sir, thank you.

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1 We got one project coming in Miami
2 Beach. We spent \$1.6 million to do a
3 study on 32 bus stops. It don't take a
4 rocket scientist to figure out where to
5 put 32 bus stops if you look at the
6 current map of where we got our bus stops
7 today. I say we should rescind that
8 contract and get our money back from the
9 consultants. And that's not just from one
10 consultant, but from every consultant that
11 did business with Miami-Dade County,
12 because if you add up the consultant fees,
13 we'd already have our orange line.

14 And then we got to turn around and we
15 got to take and designate the hub zones
16 throughout the County, 'cause you can't
17 have dissipating these SBA hub zones
18 designated on golf courses in Miami Beach.
19 Now that's how you're supposed to create
20 economy stimulus through the SBA using hub
21 zone mapping and that's how you get your
22 funding so you can better your
23 communities.

24 Now, I suggest you go to CCR.gov and
25 do a research of who's getting your

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1 MR. BATHAY: That is just one thing.

2 MR. BEATTY: And, sir, thank you very
3 much. Thank you very much.

4 To my left.

5 MR. STANLEY: Good morning all. My
6 name is Martin Stanley, and I'm here to
7 educate you about what you can do in your
8 communities today. We have federal
9 funding that is allocated to states,
10 municipalities, non-profit organizations,
11 which is handed down from your Federal
12 Government, to your local municipalities,
13 to your local leaders. We have 32
14 participating jurisdictions in Dade
15 County. If you take -- and they say we
16 give 20 percent to each district, add up
17 how much money that is. We need
18 accountability of what is going on and
19 actual where you can see the
20 accountability of how much funding is
21 coming in, how much is going out, how much
22 money we're getting, and how much we're
23 putting in municipal bonds, how much we're
24 bonding out for these projects that we got
25 going on.

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1 federal funding in your area, 'cause it
2 will tell you who's getting allocated your
3 money under the central contract
4 registration with the Federal Government.
5 I also suggest you go to grants,
6 g-r-a-n-t-s.gov, grants.gov, and you'll be
7 able to allocate and take control of your
8 communities. Because if you're waiting
9 for your leaders to do create economic
10 stimulus -- what if we create solar panel
11 companies and these hub zones, (inaudible)
12 transportation, send the people that are
13 going to be needed.

14 MR. BEATTY: Thank you very much.
15 Thank you. Thank you.

16 Yes, sir, to my right.

17 MR. SWERDLIN: My name is Lee
18 Swerdlin. I'm on the CTAC, Citizens
19 Transportation Advisory Committee. And I
20 just want to say that I was involved in
21 the first PTP summit. And the way that
22 was structured, you know, I didn't think
23 that it was gonna -- that it was
24 realistic. In fact, I came away joking
25 that I thought the PTP stood for the

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1 politicians transportation plan, because
 2 this was just a manipulation. And I
 3 believe this, again, is a manipulation.
 4 They want us to believe that this is
 5 unmanageable and not mismanaged, which is
 6 a joke in a county where our County
 7 Commission is known as being utterly --
 8 mismanaging everything. I mean, I have
 9 two words for you, public housing. The
 10 scandal that was involved in that. The
 11 stadium, which I think is scandalous. The
 12 first thing they did with the transit
 13 money right after it was passed was put
 14 new -- get new offices and furniture
 15 downtown instead of putting it into the
 16 actual transportation.

17 And let us not forget that this is
 18 why the CITT was put in here, because the
 19 transit tax would never have passed. They
 20 tried over and over and over again. As
 21 long as the money was put in the hands of
 22 the Commission -- and they're trying to do
 23 it again. This unification plan idea is
 24 basically a violation of what this was
 25 originally about. There was what was

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1 called maintenance of service where the
 2 Commission was going to continue through
 3 general funds to operate the old stuff.
 4 The half penny stuff was for the new
 5 stuff. Now they want to do unification,
 6 which is basically taking the new money,
 7 blending it in. And they want to say this
 8 isn't a lotto bait and switch. But I am
 9 sorry, you can fool me once, but you
 10 cannot fool me twice. This is what's
 11 happening. And let's get serious. We can
 12 do something if we do it right, but to be
 13 deceived again is unacceptable to me.

14 And I'll leave you with this last
 15 thing. There are things we can do --
 16 because I don't want to be totally
 17 negative. There are some things we can
 18 do, which is basically I believe dedicated
 19 bus ways and bus rapid transit. We get so
 20 many miles more for the dollar than we do
 21 for elevated heavy rail. I think also we
 22 should consider, considering the
 23 mismanagement, perhaps going to a
 24 privatized system of operation. And they
 25 should come to the CTAC, which is the only

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1 place where I think really good ideas come
 2 out of in our county government. Thank
 3 you.

4 MR. BEATTY: Thank you so much.
 5 To my left, yes, ma'am. Yes, ma'am.

6 MS. FRANCES: My name is Gloria
 7 Frances. I'm going to deviate a little
 8 from the transit to long-term care.

9 MR. BEATTY: Ma'am, talk, talk right
 10 into the microphone, please.

11 MS. FRANCES: I'm going to deviate a
 12 little from transit to long care --
 13 long-term care for all senior citizens,
 14 which I am one, and state and local
 15 residents, representatives for the State
 16 of Florida locally, too. Also, I work on
 17 the committee in Washington D.C. to
 18 preserve Medicare and your social
 19 security. I know we have problems. We
 20 can't solve them all at one time. I'm
 21 going through problems. You're going
 22 through problems, but slowly we'll get
 23 there. We will get there. And in better
 24 conditions, we'll be better.

25 I'm compiling notes from all over the

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1 State of Florida as of today to make sure
 2 that some of these things get taken care
 3 of immediately, as quick as possible to
 4 make living much better. When you get to
 5 be our age, you don't need a whole lot of
 6 flack from anybody. Been there, did that,
 7 we know about it. And we don't need it
 8 all over again. So if you have a problem,
 9 then try to solve it, because I will be
 10 checking all nursing homes, retirement
 11 homes, adult congregate homes. I'll be
 12 checking. I will see you. Thank you.

13 MR. BEATTY: Well, thank you. Thank
 14 you very much.

15 Yes, ma'am, to my right. Yes, ma'am.

16 MS. FELDMAN: Hi, my name is Marsha
 17 Feldman. I used to live in Palmetto Bay
 18 and drove -- parked at Miami-Dade Dadeland
 19 parking and take the train up and things
 20 were great when I lived down in Palmetto
 21 Bay. I want to thank you for providing
 22 good transportation for the people that
 23 live directly south, to have the train
 24 rail available to them. Now I live in
 25 Aventura, and of course I'm stuck with

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1 taking the bus system. And currently I
 2 drive my car to the Golden Glades Park &
 3 Ride lot and I hop on the I-95 buses to
 4 take me directly to downtown Miami
 5 everyday. There's just not enough
 6 accommodation to the people that live in
 7 the northern part of the County, that I'm
 8 requesting assistance for. There is --
 9 there's buses. I have driven to the
 10 Aventura mall and taken buses from there,
 11 but just the amount of time it takes to go
 12 through all those streets before it gets
 13 to the Golden Glades and then takes me
 14 downtown, that's why I prefer to drive to
 15 the Golden Glades Park & Ride lot. And
 16 now I get there at 8 o'clock, and the lot
 17 is full and I have to create my own
 18 parking spot at that time.

19 So if we can do something like maybe
 20 put other park & ride lots around in the
 21 area for express buses to accommodate the
 22 people in that area, I think that would be
 23 something that we could at least try and
 24 see if that could help citizens in the
 25 northern part of the community. Thank

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1 you.

2 MR. BEATTY: Thank you.

3 For those of you who are taking the
 4 bus, the Miami Beach bus, if you care to
 5 leave at this time, and I hope you won't,
 6 but if you care to leave at this time,
 7 your bus will depart in 10 minutes. But
 8 please stay and take the later bus.

9 Yes, ma'am.

10 MS. AVERADO: Hi, my name is
 11 Alexandria Averado. I am an avid bus
 12 rider here. I moved here from Norfolk,
 13 Virginia to attend school at U.M., so I've
 14 had no choice, because I didn't come with
 15 a car. So I'm one of those, when we took
 16 the survey, I depend on it, but I know
 17 many just like me.

18 As it relates to the half percent
 19 sales tax increase, I was one of those who
 20 supported it, because I wanted the
 21 Metrorail to run 24 hours so I could get
 22 to and from the airport when I go home for
 23 the holidays, and I wanted to be one of
 24 those who would be advantaged from the
 25 buses being expanded.

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1 However, when the Metrorail went
 2 24 hours, that's an example of mismanaged
 3 money, because it only went 24 hours for
 4 six months. Also, a lot of the routes
 5 that I personally take to this day have
 6 been cut back to the point where I would
 7 have to get rides in order to get to where
 8 I go. That is part of the reason why a
 9 lot of the revenue does not even exist for
 10 Miami-Dade County, because the people who
 11 need to take it cannot get to where they
 12 need to be. For example, a lot of the
 13 maids and the servants who work for the
 14 people in the housing in Pinecrest, and
 15 Palmetto Bay and Cutler Bay, there are
 16 exactly two buses, one of which works one
 17 rush hour, so that does not help those who
 18 need to take it. You should do a poll and
 19 check to see where the majority of your
 20 people are going and where they cannot go.

21 Also, think of it -- think outside
 22 the box to get heavy -- more revenue and
 23 recruitments. Colleges do free -- free
 24 visits for potential college students.
 25 You should have free days where the --

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1 where it should be advertised to people
 2 who do not take the bus to get free passes
 3 in order to be able to try the Metrorail
 4 and the transit. Then they could see for
 5 themselves -- then they could see for
 6 themselves what the advantages are. But
 7 if you keep cutting back routes, as you
 8 have said, there's no reason to be able to
 9 expect more people to ride the bus.

10 MR. BEATTY: And thank you. Thank
 11 you very much.

12 Yes, sir, on my right.

13 MR. BRADLEY: My name is Charlie
 14 Bradley. I'm a small business owner, a
 15 small start-up business owner. I have a
 16 company called the Coo Coo Crew. And I'm
 17 trying to launch the Miami Bay Ride
 18 shuttle. As the young lady was saying, it
 19 is thinking outside the box, because I
 20 think one of the problems that has been
 21 posed here is the fact that there's a
 22 small demand. The demand is not great
 23 enough to support the revenues that we
 24 need to draw. And I think what I provide
 25 is a stimulus package, actually, because

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1 the major demand in the city is basically
2 people going to work. And that can't
3 really sustain the system, because people
4 are trying to work to get to a position
5 where they don't have to take the bus. So
6 as soon as they get enough money, they
7 want to get a car because the system -- I
8 mean, the system is not setup to take them
9 the other places that they need to go.
10 They may be able go to work, but there's
11 other places they need to go, but they
12 can't function without a car.

13 What I would like to provide is a
14 diversion that provides transportation all
15 over the bay, and it gives people another
16 reason to ride the bus. And it stimulates
17 it by giving older people a reason to
18 ride, younger people like she was talking
19 about from the schools and the colleges,
20 to ride, because they'll have a huge
21 diversion out in the bay to travel from
22 Key Biscayne, to North Bay area, to
23 Bayside, to South Beach, to Coconut Grove.
24 And it will connect -- what it will
25 basically do is connect all of these

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1 areas. And that is thinking outside the
2 box, because all these areas that people
3 don't usually think of frequenting all at
4 once, they could purchase one ticket or
5 one fare and visit all of these places.
6 And that would give you a stimulus package
7 that would cause people to ride the bus.
8 They'd have a reason to ride the bus.

9 What I would require basically from
10 the County is just an integration of my
11 system into their system and the real
12 estate requirements needed to launch this
13 project. And I'll be --

14 MR. BEATTY: Sir.

15 MR. BRADLEY: -- talking in the
16 roundtable.

17 MR. BEATTY: Thank you. Thank you
18 very much.

19 Yes, ma'am. Yes, ma'am, to my left
20 yes, ma'am.

21 MS. GARCIA: My name is Gloria
22 Garcia, and I ride the bus, the train,
23 everything.

24 One of the things I wanted to point
25 out to Commissioner Jordan is that more

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1 people would have lifted their hands, but
2 they didn't understand. They don't speak
3 English. So there are those people out
4 there. They usually are the ones that
5 ride the bus.

6 But my main concern is that, speaking
7 of the F state and F city, the buses are
8 dirty all the time, cockroaches, smell of
9 urine, feces, all kinds of things. The
10 bus drivers are rude, extremely rude.
11 75 percent of them are absolutely rude.
12 And, thirdly, they don't serve -- the
13 buses don't come on time or they don't
14 come at all. One breaks down, and the
15 next one you can wait there. And I have
16 gray hair because of that, standing over
17 there waiting for the bus. And when they
18 get there, they are mad at you rather than
19 you saying, what happened? They have no
20 way to answer you. They shut the door on
21 your face. You know, I'm very short
22 person, so I have a hard time getting on
23 and off the bus. They don't even give me
24 time sometimes. They slam the door behind
25 me and almost fall down. They don't strap

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1 the people in wheelchairs. They're rude
2 to the people in wheelchairs. What I have
3 seen, oh, you don't want to see. So thank
4 you very much for allowing me this time.

5 MR. BEATTY: Thank you so much.

6 On my right, yes, ma'am. Yes, ma'am.

7 MS. BRIGHAM: Hi, my name is Erica
8 Brigham. I've heard some very interesting
9 things, one of which was a gentleman who
10 preceded me about the water taxi, which I
11 think is a marvelous idea and it's been
12 talked about off and on. And the other
13 idea that the lady had about having a free
14 -- have a free week. Let everybody ride
15 the bus who's never even experienced it,
16 and I think there be a lot of good takers.

17 But I wanted to talk about was the
18 fact that there's been a lot of discussion
19 about elevated heavy rail, and some BRT,
20 but nothing about street cars or light
21 rail. And light rail is a much, much,
22 much more user friendly type of
23 transportation than going up, climbing up
24 all the steps of the elevators or
25 escalators to heavy rail. It revitalizes

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1 a community enormously, because it creates
 2 something on grade. It's friendly.
 3 People can get on and off very, very
 4 easily. Usually there's a very low step
 5 going up to it. Different cities have
 6 tried it all over the country, including
 7 Texas, and it's been an extremely
 8 successful mode of transportation and
 9 everybody wants it increased. It
 10 revitalizes areas, because you can have
 11 stops very frequently instead of with a
 12 heavy rail where you have to have stops
 13 quite some distance from each other. So
 14 if the 27th Avenue corridor, where if you
 15 thought about giving up the heavy rail,
 16 the elevated heavy rail, which really
 17 destroys the street scape completely, and
 18 go to a light rail streetcar system which
 19 goes either in traffic or has its
 20 dedicated right-of-way in the middle, it
 21 would create an enormous amount of
 22 transportation for people in the entire
 23 area who could just walk a couple of
 24 blocks and get to the next station. And
 25 it would be a miniscule cost compared to

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1 what the heavy rail multi-billion dollar
 2 north corridor is. And so I hope that
 3 will be considered.
 4 MR. BEATTY: And so, ma'am, thank you
 5 very much.
 6 MS. BRIGHAM: I also think -- I also
 7 think the local gas, the local gas taxi is
 8 a good idea.
 9 MR. BEATTY: Thank you, ma'am.
 10 MS. BRIGHAM: And also the tunnel.
 11 MR. BEATTY: And so those on my left,
 12 on my left, yes, sir. Yes, sir. Thank
 13 you, ma'am. Yes, sir.
 14 MR. HAGAN: Good morning, my name is
 15 Fred Hagan and I live in Miami Lakes. And
 16 my observations are about the airport that
 17 we have in the middle of a geographical
 18 center of our city. Many years ago other
 19 cities decided to move their airports to
 20 the outskirts foreseeing that the growth
 21 of the city would cause -- would cause big
 22 circulation problems. So what we've got
 23 in the middle of our city is a 20 by
 24 30-block clot in our arterial system of
 25 transportation.

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1 My only suggestion here is that it
 2 would be advantageous to help probably the
 3 worst bottleneck that I've ever seen on
 4 the corner of LeJeune and 36 Street
 5 Northwest by tunneling a relief avenue
 6 somewhere in the middle of the airport,
 7 around the area of Red Road, 57 Street.
 8 This would help alleviate the impossible
 9 traffic at that intersection. Thank you.
 10 MR. BEATTY: Thank you so much.
 11 On my right, yes, ma'am.
 12 MS. DEMARK: Hello, I'm Paula Demark
 13 (phonetic). And I first want to point
 14 out, Natacha, my representative, is not
 15 here, but I did see Michael Pizzi, and I
 16 thank him for coming from Miami Lakes.
 17 It's nice when your representative is
 18 interested in transportation.
 19 Okay, Mayor Alvarez, not only are you
 20 responsible for the plan, but I think
 21 equal or maybe more is the responsibility
 22 for complete transparency and monitoring
 23 the money. The taxpayer in this County,
 24 I'm not saying lacks trust in you, okay,
 25 but I'm just saying that's a heavy duty

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1 that rests on your shoulders, and it's
 2 equal to the plan, because when you want
 3 more money, you've got to have trust. And
 4 many people in this County, especially the
 5 housing, which was just mentioned, they
 6 don't trust. So I'm just pointing out to
 7 you, not as an indictment of you, but
 8 there is a huge responsibility to gain
 9 trust in the spending of money in Dade
 10 County.
 11 Secondly, I'm going to say something
 12 to all of you that you're not going to
 13 like. When I came in, there were Danishes
 14 for every chair here, but because people
 15 grabbed three and four for themselves,
 16 okay, there was nothing. Now, this is a
 17 microcosm of the problem we're in right
 18 now. And don't blame it all on your
 19 representatives. There is greed. Now, we
 20 have elected a president of change. He's
 21 there. Maybe you didn't vote for him,
 22 maybe you did, but he's there. People, we
 23 have to look at our behavior, our own
 24 behavior, and we have to stop thinking we
 25 should have four Danishes instead of just

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1 our one.
 2 MR. BEATTY: And so, ma'am, thank you
 3 so much.
 4 MS. DEMARK: One more thing, I am for
 5 senior citizens paying.
 6 MR. BEATTY: Okay, and thank you.
 7 Thank you very much.
 8 And then to my left, yes, sir.
 9 MR. TOLBERG: My name is Eric
 10 Tolberg. I'm a retired engineer, and also
 11 a member of the Bicycle and Pedestrian
 12 Advisory Committee. One of the things
 13 that is nice, but we can't afford, is the
 14 streetcar in Miami. It's going to cost
 15 245 million dollars and -- but it only
 16 goes up three miles, not nearly as far as
 17 routes 9 and 10 on the bus line. It's
 18 going to tear up the streets, and you're
 19 going to have ruts through the streets,
 20 which is going to make it more difficult
 21 for people who ride bicycles to cross the
 22 streets, because that's a considerable
 23 danger. That money should be re-routed to
 24 the Mick of the -- Earlington Heights, to
 25 the Miami Intermodal Center project.

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1 Now, a transit plan won't work unless
 2 you have a way to get to the bus stop.
 3 One of the things that's going to have to
 4 be done, and I realize this is not part of
 5 Miami-Dade Transit, but it's going to have
 6 to be part of Public Works, is to have
 7 sidewalks on every major road in Dade
 8 County. You've got to have some way to
 9 get around. Now, you can walk on the back
 10 streets, but because of the canals,
 11 because of the highways and railroads and
 12 large pieces of property, there's many
 13 places that you cannot get to using the
 14 back streets. You have to go on the main
 15 roads. Therefore, you have to have
 16 sidewalks.
 17 Also, you should plan for using
 18 bicycles. Bicycles are an excellent way
 19 to get people from diverse communities
 20 like Palmetto Bay, which has almost no bus
 21 service. It's the only way to get people
 22 from those communities to the transit
 23 stops. Thank you very much.
 24 MR. BEATTY: Thank you. Thank you.
 25 And to my right, yes, ma'am.

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1 MS. SAWYER: Hello, my name is Iona
 2 Sawyer, and I speak on behalf of people
 3 that, for instance, have a medical
 4 condition. For instance, I'm 32 years old
 5 and I've never had a driver's license due
 6 to my health, but I look at the transit as
 7 my limo service, because I'm able to use
 8 it. And not as a burden because it's not
 9 there.
 10 Now, for instance, for the prime
 11 example, Mr. Alvarez, Mr. Burgess, you all
 12 said that we had a plan that was over
 13 expected (sic). It's not able to
 14 happen. But, Ms. Jordan, you came to us
 15 and you said that because we're here,
 16 you're looking to hear about what we
 17 think. Instead of waiting for a problem
 18 to happen, ask us about things while
 19 you're thinking about questions. Have
 20 meetings once, twice a year is not -- the
 21 transportation plan, the People's
 22 Transportation Plan, you may get ideas
 23 from the people for the transportation.
 24 You may get financial aid people there
 25 that will help you with the financial aid

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1 problems. You may get people there that
 2 are planners that will help you with plans
 3 for those over expectations. But don't
 4 wait till the problem is a migraine, where
 5 you're ready to pull your hair and your
 6 brain out. Ask the people, since it is
 7 the People's Transportation Plan, and you
 8 may get where you need to be or at least
 9 you can find out what the people are
 10 thinking. So it can be a group thing and
 11 not just one group. Thank you.
 12 MR. BEATTY: And thank you.
 13 On my left, yes, ma'am. Yes, ma'am.
 14 MS. MOJICA: Good morning, my name is
 15 Carmen Mojica. I am an Air Force veteran.
 16 Last week was my birthday number 36.
 17 MR. BEATTY: And Happy Birthday,
 18 Happy Birthday to you.
 19 MS. MOJICA: Thank you. And it used
 20 to be all veterans would get out of the
 21 service and pay no money at the V. A.
 22 Hospital, but as the time passed by, and
 23 especially in this new century, 21st
 24 Century, now they have to pay for medical
 25 bills at the V. A. They have -- they are

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1 running through lots of disabilities. And
2 I don't believe that a Patriot Passport
3 should be only for persons that --
4 veterans that have a salary less than
5 22,000, because if a person has more
6 bigger salary, they also are running
7 through lots of difficulties with all the
8 high price of food, and insurance and
9 properties and everything. Thank God fuel
10 is going down.

11 I want to thank -- I want to thank
12 the Commissioner Joe Martinez to respond
13 to my letter very fast. And I am still
14 waiting for Mayor Alvarez to respond to
15 the one I sent to him. I have another
16 copy here. I would like to give it to him
17 in reference to transit issues.

18 My issues probably were already told.
19 After my passport issue, I could say
20 that -- let me read a little bit. I send
21 a letter talking about a tri-county
22 monthly pass, because most of the people
23 don't want to live in this expensive
24 Metro-Dade place and they are moving to
25 Broward and West Palm Beach. That means

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1 they need to commute with trains and
2 buses, because trains are not running very
3 good either. Tri-rail is a mess. I'm
4 sorry. And the price on the last fare in
5 less than two years was -- sorry.

6 MR. BEATTY: Ma'am, thank you --
7 thank you so much. Please submit your
8 letter, submit your letter to the Mayor.

9 And, ma'am, on my right. Thank you
10 so much.

11 MS. WALTERS: My name is Barbara
12 Walters, and I am transit dependent. And
13 I'm also a Vice Chair of CTAC. We've
14 heard about all the promises that were
15 made, and the one very important one was
16 that we were promised an independent
17 trust. We need to make it independent.
18 And that will start by a different way of
19 getting the membership rather than being
20 by appointment from the County Commission.

21 We talked about all the other
22 promises that have been broken. What
23 makes them more -- or less sacred than the
24 free transit for seniors? That's already
25 been addressed.

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1 One that hasn't been mentioned was
2 the free mover service, which has been a
3 bad idea from the beginning. If we start
4 charging, it will prevent the homeless
5 from moving in with all of their
6 belongings so that we have to share a
7 confined space with a person or persons
8 who have not seen a bathtub or a shower in
9 weeks or perhaps months.

10 And, lastly, I want to say that when
11 I heard about this summit, I thought it
12 was a great idea. That was until I
13 realized that the federally mandated and
14 largest volunteer organization that speaks
15 on transit for the citizens of Miami-Dade
16 County was not even mentioned this morning
17 and was not invited to participate in the
18 roundtable this afternoon. And for those
19 of you who don't know, if it had not been
20 for CTAC and the hard work that the
21 members did six and seven years ago, we
22 wouldn't even have a sales tax -- Surtax
23 to be talking about.

24 MR. BEATTY: And so thank you, ma'am.
25 Thank you very much.

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1 Yes, ma'am, on my left.

2 MS. HOPKINS: Good morning,
3 everybody. I'm Mavis Renee Hopkins. I
4 reside at 8463 boon docks, Florida. The
5 reason I call it boon docks is because if
6 you don't have a means of transportation,
7 you can't get out from in there. It's
8 right there on 5th Court. You have to
9 walk miles and miles to the next -- to the
10 nearest bus stop. And last month -- a few
11 months ago, I had a petition going, and I
12 passed in about close to 400 names and I
13 passed it to the clerk, to the government
14 -- into the government -- in the
15 government center. And I just would like
16 to know about what's going on with the
17 202. And I filled out a card where
18 somebody could mail me something, some
19 information on it. I'm just begging and
20 pleading, do not take the 202, please,
21 because we need it. Our school children
22 need it for Edison and Horace and other
23 schools. And elderly and handicaps, such
24 as myself, can't do all that walking. And
25 I don't have a vehicle, so I need the 202.

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1 Please save the 202. Thank you all.
 2 MR. BEATTY: Thank you, ma'am. Thank
 3 you very much.
 4 Yes, sir, on my right.
 5 MR. WHITE: Good morning, my name is
 6 Barry White. I'll wait for the response.
 7 Barbara Walters, Barry White, whatever.
 8 MR. BEATTY: That was cute, sir.
 9 Thank you.
 10 MR. WHITE: Thank you. We have to
 11 get people out of their cars now, not in
 12 five years, not when we can afford a rail
 13 system. Great for the future. We need it
 14 in the future. But we have to live today
 15 with the economic realities of today. If
 16 you can't get people to take the bus now,
 17 nothing is going to happen in the future.
 18 And you have to make it available,
 19 comfortable, safe. And when I say
 20 comfortable, nobody noticed, we have a lot
 21 of sun here. We have heat. We have rain.
 22 How can you expect people to take the bus
 23 if you haven't made easy for them to do
 24 it?

25 I met with Mr. Kapoor's staff. And,
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1 by the way, Mr. Kapoor is the man who's
 2 responsible for doing everything we talked
 3 about here, and we didn't hear from him
 4 today. I met with his staff, very nice
 5 people, very cordial. I suggested along
 6 137th Avenue, use what you have now, use
 7 the buses you have now, interface with
 8 MDX, with the expressway. Do what they've
 9 done in other countries. They build
 10 waiting rooms for people taking the bus,
 11 and you can put it along 137 Avenue.
 12 There are no sidewalks on part of
 13 Southwest 137 Avenue. You can't walk to
 14 the bus for many miles. I drove it.
 15 There were a handful of shelters in the
 16 area. You need more shelters. These
 17 waiting rooms, you could leave your bike
 18 there. How about that? You could take
 19 feeder buses and go to the waiting rooms.
 20 We've got to change the mentality of the
 21 bureaucratic ways of thinking. Mr.
 22 Burgess said buses, uh, maybe, maybe,
 23 maybe. Other people said the same thing.
 24 No, I'm sorry, we have to do right now and
 25 begin to get people out of their cars,

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1 make it more comfortable, affordable,
 2 cleaner, safer and get them to do that.
 3 MR. BEATTY: Sir, thank you. Thank
 4 you very much. Thank you.
 5 To my left, yes, ma'am.
 6 MS. MILIAN: Good morning, my name is
 7 Patricia Milian. Thank you, Commissioner
 8 Moss, for showing up for us and all the
 9 staff people. I would like to address the
 10 bus down in the South Dade area, Richmond
 11 Heights, Perrine area. They're on time,
 12 but we're at the bus stop for an hour.
 13 Sometimes -- I don't have a car. And I'm
 14 also one of those people who could not
 15 raise my hand about taking the bus because
 16 I do live on less than \$6,000 a year. It
 17 may seem impossible, but yes I have to,
 18 because of my -- because of different
 19 circumstances happening to me.
 20 Please do not take away the free
 21 passes for the elderly people. Please do
 22 not take away the free passes for the
 23 people who are veterans, because I
 24 remember, as a child, yes, I am over 55,
 25 having to make sure that we were safe and

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1 know how to hide, because I'm from a state
 2 that we had all the military services in
 3 that state. So when you understand what
 4 veterans actually do for us, they need to
 5 actually have the free passes as well as
 6 the elderly people.
 7 The other thing I'd like to address
 8 is the fact that we have a problem with
 9 the bus after 10:00 o'clock at night, the
 10 52, the 35 or the 252. There have been
 11 times when I was out of town and missed
 12 the last 252, and had to walk from U.S.1,
 13 from the bus way, down to 112 Avenue on
 14 152 Street. That takes about two or three
 15 hours to walk that distance if you don't
 16 get a bus. I know everything can't just
 17 stay on for one or two people, but there
 18 are times that if enough people know the
 19 bus is running, we'll get on the bus.
 20 Even the 136, that bus was cancelled. And
 21 when I want to try to get over to the
 22 mall, I can't get to it, because of the
 23 fact that the bus stops running, and I
 24 have to end up curtailing anything I have
 25 to do. There are people who are working

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1 as maids in the Pinecrest area that cannot
2 get back and forth to work at a certain
3 point because of the fact that the buses
4 cut off too early. Thank you.

5 MR. BEATTY: Thank you, ma'am. Thank
6 you very much.

7 Yes, sir.

8 MR. PRINCE: My name is Eric Prince.
9 I'm a scientist and analyst in Miller
10 Fisheries, and I'm also on CTAC. I'm
11 Commissioner Sorenson's appointee to CTAC.

12 To me, this meeting is really
13 inspiring, because we're all here for one
14 reason, from all over the county. This is
15 the first opportunity that I've seen this,
16 and I really, really want to congratulate
17 Commissioner Moss for the idea. It's
18 really mandatory. If we don't speak to
19 each other, then we're not going to solve
20 problems.

21 Secondly, the meeting to me is all
22 about options. Different types of transit
23 options. And I appreciate Commissioner
24 Jordan's comments about her preference for
25 fix rail, and also Mr. Burgess's issues

1 I've also showed it to Dr. Mesa and some
2 members of MPO, to the TPC and at
3 invitation to the ITT. And in the process
4 of doing all that, it's become really
5 amazing that the technology that a
6 specific corridor in Kendall seem to have
7 a lot of application to other corridors.
8 Like Commissioner Jordan, the north
9 corridor, if we don't have the money for
10 Metrorail in the north corridor, it would
11 be a real option. Also, the corridor and
12 the FEC corridor from Dadeland to the
13 airport, which would be an ideal use of
14 this particular technology.

15 So all I'm saying is, and I'll leave
16 with this one last thought, that the
17 Kendall Community Council, one of the
18 groups I've talked to, is in the process
19 of writing a resolution in support of this
20 option on the CSX corridor. Happy to talk
21 about it with everybody who has some
22 interest.

23 MR. BEATTY: Thank you. Thank you,
24 sir. Thank you very much.

25 On my left, yes, sir.

1 with the budget, which is a reality we all
2 have to deal with.

3 So in that respect, I've been working
4 with two other Kendall residents, Dr.
5 Robert Wessel (phonetic), transit
6 economist, and Mr. Roger Moffett
7 (phonetic), retired fire officer in
8 Miami-Dade County, to develop an
9 alternative transit office for the CSX
10 transit corridor in Kendall. We have a
11 program now that consists of 12 minutes of
12 video from the world leader in E
13 technology. Actually, it's not so new.
14 It's called a guided bus way. And what it
15 is, it's a hybrid between a diesel fix
16 rail and a bus way on a dedicated rail.
17 It's extremely efficient. It's
18 affordable. I have a Power Point of about
19 27 minutes. And the guided bus way I have
20 a video in my hands for those who are open
21 minded enough to look at something
22 different.

23 Having said that, I've showed this to
24 at least eight commissioners, who know me
25 well from pestering them all the time.

1 MR. DARDEN: Good morning for the
2 benefit of those who are here today, who
3 don't know me, my name is Darden, Thomas
4 Darden. I live down south and I've been
5 riding the bus for over 20 years. And
6 there's a great, great disparity between
7 the north and the south as it relates to
8 transportation. Down south it seems that
9 we're in the 18th Century compared to the
10 north. The buses are late on the bus way,
11 inadequate bus stop. Sixteen blocks we
12 have to walk in some instances. When some
13 come, they break down or the bus driver or
14 something are uncourteous.

15 And I see a lot of figures that the
16 County Manager shown on the screen about
17 disparity, about funding, millions of
18 dollars. You showed us a big gap as it
19 relates to where we need to go, as it
20 relates to funds for transportation, but
21 you never showed on the screen how much
22 money in millions of dollars have been
23 mismanagement by the Dade County transit
24 association. You never showed that.

25 As it relates to getting the job

1 done, if there been more voters right now
 2 in Dade County system, corporation of Dade
 3 County, and if the present administration
 4 can't get the job done, I strongly feel we
 5 need to vote you out and put somebody in
 6 that can do the job. We are tired of
 7 being treated as second class, third class
 8 citizens as it relates to transportation.
 9 And this is nothing new. We've been knew
 10 this. What level, and what thinking, and
 11 what page are you on that we can't correct
 12 the problem of this magnitude? All of the
 13 cities across the United States have a
 14 better transportation than Dade County.
 15 And Dade County is not lagging as it
 16 relates to funding. Funding is not the
 17 problem. Mismanagement is the problem.
 18 Great mismanagement.

19 And if you go back down south, start
 20 at 280 on your bus way, there are major
 21 businesses there where no bus stops at
 22 all. We've got Pizza Hut, a Car Castle
 23 Museum, Best Way, school, no bus stop.
 24 288, over to 70 intersect with the bus
 25 stop on 38. No bus stop. There's a great

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1 disparity. So if you can't get the job
 2 done, we will vote you out.

3 MR. BEATTY: Mr. Darden, thank you
 4 very much. Thank you.

5 To my right, yes, sir.

6 MR. FRASER: My name is Willie
 7 Fraser. (Inaudible) live on Biscayne
 8 Boulevard. Now, I've been asking for
 9 years for somebody to take a good look at
 10 Biscayne Boulevard. The three, the 16 and
 11 93 is overcrowded. On the weekend, it's F
 12 to F, F up. I definitely look at 2 F 30.
 13 Get downtown. I had let two buses pass me
 14 by, the three going northbound. And it's
 15 so crowded, I can't get on there. I've
 16 been asking for years to let that 93 run
 17 seven days a week. It going on one side
 18 and come out the other. Just last night,
 19 two individuals waiting for a three bus,
 20 one guy in the wheelchair, one guy with a
 21 bike. The bus came so late, had two
 22 wheelchairs, this man had to wait another
 23 two hours. He was on oxygen with a tray,
 24 portable oxygen with a tray. And we got
 25 some of these operators tell the

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1 wheelchair passenger, "my lift don't
 2 work." If I would have did that at
 3 Jackson, my ass would be out there out of
 4 a job.

5 MR. BEATTY: Sir, I'm going to ask
 6 you to change your language, okay?

7 MR. FRASER: You guys need to take a
 8 look at the system and learn how to work
 9 the system. (Inaudible). That's all I
 10 got to say.

11 MR. BEATTY: Thank you so much.
 12 To my left, yes, ma'am.

13 MS. BYSTOCK: Good morning or
 14 afternoon. My name -- good morning. Good
 15 afternoon. Is that better? My name is
 16 Betsy Bystock.

17 MR. BEATTY: Get a little bit closer.

18 MS. BYSTOCK: I'm a retired teacher.
 19 I live up in the northeast, in the Bal
 20 Harbor/Surfside area. I'm a member of the
 21 Bal Harbor Civic Association. And I
 22 applaud all of you for having this. And
 23 we have so many needs and suggestions.

24 I have one major suggestion that I
 25 think, when we talk about our needs and

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1 ways to do things, it would be so cost
 2 effective, and that is as a couple of
 3 people have said, to use our waterways,
 4 and green fuel efficient ways, whether
 5 it's hydrofoil or whatever. We need,
 6 instead of major rail up and down the
 7 beach, which would impact the physical
 8 structure of the beach, consider running
 9 water taxis, water buses, whatever you
 10 call them, that go up and down the bay,
 11 the major waterways, possibly even the
 12 ocean, and connect with the other systems,
 13 so that people, whether it's people who
 14 come who work over on the beach, people
 15 who live up and down. And plus tourists
 16 can use this system and it would be funded
 17 in some fare proportionate way like all
 18 the other services are. But I think it
 19 would be much less costly to pay for these
 20 water transportation vehicles than to
 21 build major rail stations and the rest of
 22 it. I can't use rapid transit to go many
 23 places because of the time it would take
 24 me to connect to this and that. I mean, I
 25 welcome the improvements. We all have

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1 needs. Every area has needs. But we also
2 need to think about using what we already
3 have as a natural or a man made resource,
4 the waterways, when we consider these
5 improvements. Thank you.

6 MR. BEATTY: Thank you. Thank you
7 very much.

8 Yes, sir.

9 MR. BLESSEL: Good day. My name --
10 I'm Dr. Robert Blessel (phonetic),
11 president of the valuation group. We're a
12 Washington D.C. based economic consulting
13 firm. Our address in Miami is 801
14 Brickell Avenue. One of our areas of
15 specialization is transportation
16 economics. And we help build, design and
17 finance seaports, airports, bridges,
18 tolls, everything. Name it, we do it.
19 All over the world. We work in Latin
20 America. We work in Asia. We work in
21 Europe. And I have seen wonderful things
22 implemented across the world that we're
23 not using here. I brought copies of it
24 with me to give to the Commissioners today
25 about some of the options that they may

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1 want to consider.

2 We have been laboring for the last
3 two years at zero cost, bugging all the
4 Commissioners with Dr. Prince and Mr.
5 Moffett, because we got interested in a
6 project the County was doing. They spent
7 like \$875,000. It was a worthless
8 project. We spent more than that in our
9 own time trying to give it back to you,
10 trying to proffer something for the
11 community that might help.

12 I heard an attorney the other day at
13 Holland & Knight say in court, open court,
14 that a great city is defined by a baseball
15 stadium. Now, I've lived and worked in
16 Moscow, Madrid, Paris, Rome, Berlin,
17 London, they don't have baseball stadiums,
18 but what they do have is great mass
19 transit, okay? Number 1.

20 Number 2, I had a conversation with
21 Stephen P. Clark in the late 70's, early
22 80's, and basically we're talking about
23 what it would take to put this system
24 together when they did want 80% of those
25 dollars coming into this community, and it

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1 was a dedicated funding system, but that's
2 only half the equation. That's in call it
3 by nature.

4 We also need to have the fiscal
5 responsibility and restraint not to dip
6 into these funds. Money is fungible, and
7 we have to stop using it for making, for
8 instance, hundred million dollar buildings
9 for transit. That's 20 billion half
10 pennies.

11 MR. BEATTY: Yes, sir, thank you very
12 much. Thank you.

13 To my left, yes, sir.

14 MR. REEDER: My name is Jim Reeder.
15 I've been around politics, politicians and
16 everything else. And I've listened, and
17 I've heard all of what you say. And all
18 of these things, including what the
19 gentleman just said, have been discussed
20 many times by many people in the
21 administration, on CTAC, on the MPO and
22 everywhere. And this is why the People's
23 Transportation Plan got out of hand. It's
24 got something in there for everybody. And
25 not enough money was ever thought about

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1 for any of these things.

2 Looks like the big heat today is on
3 the County Commission, and I'm a critique
4 of them, but they don't steal your money.
5 They look after it. But each one of them
6 represents a district that they have to
7 look at first. And to look at the
8 Countywide, you get this idea that when
9 District 9 gets something, it's
10 (inaudible), because District 8 really
11 needed it. So if another person get it,
12 it's (inaudible), but if you get it, it's
13 a need. And this is a big problem of
14 trying to solve this money situation.
15 They have to lookout for their
16 constituents. They do so by making sure
17 that the administration spends wisely
18 their money. Your money. However,
19 there's no collectiveness to lookout after
20 the whole County as far as transportation
21 goes.

22 I think that we're going to have to,
23 whether we like it or not, go and
24 incorporate a transit agency that's
25 independent and it's tri-rail or

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1 tri-county in scope. Otherwise, we're not
2 going to solve some of our problems.
3 Thank you.

4 MR. BEATTY: Thank you. Thank you
5 very much.

6 To my right, yes, sir.

7 MR. NOGUERA: Good afternoon, my name
8 is Gustavo Noguera. Thank you, Mayor
9 Alvarez. Thank you, Commission, for this
10 opportunity, and congratulations
11 Commissioner Moss for this wonderful idea.
12 I have my own car, but I use public
13 transportation everyday. I walk mile and
14 a half, three miles in both ways, to get
15 my bus. I'm very happy about it. I
16 support the gentleman who was before
17 suggesting to the Commissioners to use
18 everyday public transportation. Go to the
19 bus, go to the train, you will get more
20 votes there. There's people there who
21 will be very happy to see you. Your are
22 leaders. You need to set an example.

23 And the idea I want to share with you
24 is something is called, and is reflecting
25 what somebody said before, the FFF, the

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1 fun first Friday free. Every Friday. The
2 first Friday of every month, get the
3 people ride free in the bus, in the train.
4 That would be very nice opportunity to get
5 more people to know the system.

6 This is idea that I want to share.

7 And I take this last 20 seconds to share
8 with everybody something we owe to the
9 administration. The Beethoven Society is
10 very proud to receive it from the County.
11 There is the Brickell Metrorail station
12 where we have the Beethoven Promenade, a
13 place unique in the world, when every time
14 the train arrives plays the Fifth
15 Symphony. This doesn't happen any other
16 way. We are very proud and thank you for
17 it. Thank you.

18 MR. BEATTY: Thank you. Thank you,
19 Gustavo. Thank you very much.

20 To my left, yes, sir.

21 MR. PERCIVEL: Good morning, Mr.
22 Mayor, Commissioners, Lawrence Percivel.
23 I'm a board member of the Kendall
24 Federation of Homeowners Association.
25 You've heard from a lot of people, some of

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1 them have vented, some of them told you
2 things from their heart, but I hope you
3 pay attention to the most important part
4 of this. When this entity was created, it
5 was called the Citizens Independent
6 Transportation Trust. Please make it
7 happen.

8 Secondly, all of you Commissioners
9 deserve a full-time salary, and we'd like
10 to see it happen, but we need to see some
11 things happen for us, too. And eventually
12 -- recently Commissioner Moss spoke at a
13 public meeting and he pointed out that the
14 process of government goes very slowly.
15 And for Commissioners to see things come
16 to fruition, some things now are just
17 coming into fruition now after he's been
18 in office for 16 years. But I do believe
19 that these aren't full-time jobs that last
20 for a lifetime, and perhaps four terms in
21 office would be sufficient along with a
22 lack -- with no outside employment. And
23 then we could all support and I hope all
24 of you will support allowing the
25 Commissioners to have a full-time salary

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1 and an independent trust.

2 Something that you haven't heard
3 about today that I'd like to suggest. In
4 the West Kendall area, we can get by
5 without Metrorail, but you're not going to
6 get people out of their cars if you don't
7 give them places where they can park their
8 cars. Parking garages. Nobody has
9 brought that to your attention yet today.
10 Appropriate places in West Kendall where
11 we can do that. Tamiami Airport, where
12 there's going to be new development soon.
13 Miami-Dade College would love to partner
14 with you for a parking garage. The Metro
15 Zoo area, and the new areas in West
16 Kendall where the Baptist Hospital is
17 going to go. And if Parkland should come
18 to fruition somewhere in the future,
19 appropriately having parking there as
20 well. People aren't going to leave their
21 cars out in the hot sun. They want the
22 convenience, and the safety that a parking
23 garage provides. Granted, they're very
24 expensive. It's still a lot cheaper than
25 investing in an elevated rail system.

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1 Thank you.
 2 MR. BEATTY: Thank you. Thank you
 3 very much.
 4 On my right, yes, sir.
 5 MR. PISTORINO: Hello, my name is
 6 John Pistorino. I moved in this community
 7 in 1942. I have pictures of a rapid
 8 transit system, a trolley system that
 9 connected Coral Gables through Miami and
 10 all the way up to Miami Beach. That
 11 system was taken out of service because it
 12 was felt that buses was a more economical
 13 way of doing things. Looking at the way
 14 our community has grown, it has grown into
 15 a world class community.
 16 And we have failed the sales tax over
 17 and over as it was told many times until
 18 finally we got this half cent sales tax,
 19 which everyone is saying now is being
 20 dispersed. I think we ought to look at
 21 the other communities that we've touted
 22 here: Washington D.C., Chicago, Atlanta,
 23 and see exactly how they are funding their
 24 mass transit system, meaning buses and
 25 rails, see what kind of tax they're

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1 paying, compare us with them. Maybe we're
 2 not doing enough. Maybe our community
 3 will understand that other half cent, or
 4 more of what it takes in order for us to
 5 get on the same par with these world class
 6 communities is the way to go. I would
 7 like -- hopefully our county staff would
 8 start putting something together like
 9 that.
 10 And, finally, I would say, as much as
 11 we are a whole community, and as much as
 12 my Mayor is going to hate what I'm going
 13 to say now, I'll probably get my taxes
 14 raised, I think -- I think the cities need
 15 to pull back. I think we got to get our
 16 20 percent back. I think we got to put it
 17 where it's going to help for the whole
 18 community. Thank you.
 19 MR. BEATTY: Thank you. Thank you,
 20 sir. Thank you very much.
 21 And to my left, yes, sir.
 22 MR. TRITT: My name is Martin-Tritt
 23 (phonetic). I'm a native born Miamian. I
 24 run the Great Bait Shop gas station on
 25 Watson Island for 25 years.

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1 First of all, I'd like to compliment
 2 the transit people for the new way that
 3 they answer the telephones and tell you
 4 how many people want information before
 5 you. It's really great that you do that.
 6 However, I have equal disdain of spending
 7 \$50 million to replace the gates and the
 8 system of buying tickets. That should
 9 have never happened. The present gates
 10 could be very easily monitored by
 11 television and a simple buzz system to let
 12 people in. Half the time when I go there,
 13 a guard can open the gate and half the
 14 time there isn't. The gates going the
 15 wrong direction. The elevators, there's
 16 only one elevator at most stations, and
 17 unless the engineer tells you that the
 18 elevator is out of order, then the
 19 handicapped and people with strollers
 20 can't get off -- have to get off and then
 21 wait for another train instead of staying
 22 on. I had one engineer that announced
 23 that the bus -- I mean, that the elevator
 24 was broken.

25 And as for Miami Beach, I think we

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1 could service Miami Beach at half the cost
 2 if we would run the Metromover over the
 3 McArthur Causeway, down Alton Road, across
 4 to the beach, up the beach to 15 Street
 5 and then over to a station at the
 6 convention center. And run the buses east
 7 and west at all of the stops south of
 8 Lincoln Road. And have the buses for the
 9 northern part of the Miami Beach start out
 10 at the convention center. But there's a
 11 lot of things that can be done cheaply and
 12 buying new gates for \$50 million is not
 13 it. Thank you.
 14 MR. BEATTY: Thank you. Thank you,
 15 sir.
 16 To my right, yes, sir.
 17 MR. FISHMAN: Good morning, my name
 18 is Alan Fishman. I'm a member of CTAC,
 19 and I'm the Chairman of the Miami Beach
 20 Transportation and Parking Committee. I'm
 21 actually appearing today as the
 22 chairperson of that committee, as well as
 23 a citizen.
 24 We have some ideas, too, that we
 25 believe are cost-effective alternatives

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1 and ideas to move forward. We want to
2 pursue alternatives to get people out of
3 their cars and increase the use of public
4 transportation.

5 The first and foremost concept is we
6 need funding of the Metro-Dade transit
7 plan to have a limited stop bus service
8 from Miami International Airport to South
9 Beach. Remarkably enough, that does not
10 exist. We're probably the only major city
11 in the world that doesn't have a public
12 transportation system to go from the
13 airport to the major destination where our
14 passengers are heading toward. If we have
15 this limited bus service, it will benefit
16 the citizens of the county and the city.
17 It will benefit the tourists and will
18 benefit workers, because it will be a
19 direct link to Earlington Heights, Mount
20 Sinai and Tri-Rail. Those three stops
21 will get a lot of people over to the
22 beach, and leave their cars at home, leave
23 their taxis elsewhere and leave the bus --
24 and leave their rental cars off the beach.
25 We have a very serious clogging issue on

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1 our streets. We are the Number 3 tourist
2 destination in Florida, the City of Miami
3 Beach. We need it to be treated seriously
4 in terms of getting people to the beach in
5 an efficient manner. We are, in fact, the
6 economic backbone of this County. We need
7 to get some more transit service.

8 Another issue is we need to allocate
9 express bus service from the Golden Glades
10 interchange and the South Dade interchange
11 to Miami Beach, again, allowing employees
12 to leave their cars out of the beach and
13 take an effective transportation system.
14 Remarkably enough, in the 21st Century, we
15 don't have this.

16 The next thing is, we need to create
17 bus service to pick up passengers west of
18 Biscayne Bay, close to the America arena,
19 the Omni, the Carnival Center and other
20 points along the bay so that we can again
21 get cars off the beach thing. Think of
22 how much that would help when we have
23 things like the boat show, the art show,
24 graduation. We have the swearing-in
25 ceremonies. Some type of alternative bus

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1 service will get the cars off the road.

2 MR. BEATTY: Sir, we thank you very
3 much. Thank you. Thank you so much.
4 And then to my left. Yes, sir.

5 MR. RAGU: Good morning. My name is
6 Francis Ragu (phonetic). I live in the
7 beautiful Miami Gardens, in District 1, so
8 represented so eloquently this morning by
9 your Commissioner Barbara Jordan.

10 I represent this morning a group
11 called UPPAC, which stands for
12 Unrepresented People Positive Action
13 Council. Thank you for the invitation to
14 the summit. We are here to tell you that
15 first -- our first reaction is that, in
16 our opinion, this summit is a waste of our
17 time again. And as such, we have narrowed
18 it to five points.

19 One, elected officials and
20 administrators of Miami-Dade County
21 already know what the county thinks,
22 because we have attended hundreds of
23 meetings, given detail into bus routes,
24 rapid transit, fares, north corridor,
25 which was (inaudible) morphed into the

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1 orange line. And every other transit
2 issue for the last 20 years the north
3 corridor has been put aside and we sat by
4 and wait.

5 Two, unfortunately we have not
6 reached the critical mass needed for the
7 demand that public transportation needs
8 already documented be funded with our tax
9 dollars and dedicated sales tax as
10 promised, but we are getting there.

11 Three, it is our observation that the
12 Mayor and the majority of Commissioners
13 are not interested in appointing
14 professionals who will advise them on the
15 most effective ways to address
16 transportation problems. As a result, we
17 have overpromised and under delivered. It
18 was stated here today.

19 Four, the Federal Transportation
20 Administration simply made it clear that
21 you're not adequately funding existing
22 public transportation as you should.
23 Nonetheless, you want to (inaudible) us
24 again.

25 Five, instead of asking the community

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1 for more of our input, you should be
2 bringing to us a plan to deal with the
3 problems that were created by our elected
4 county officials.

5 We have already expressed our
6 concerns. I do have it in print. I will
7 pass it onto -- I would like it to be
8 placed into the records. And if somebody
9 from the county or the Mayor's Office can
10 receive this, we'd be happy to pass it on.

11 MR. BEATTY: Thank you. Thank you so
12 much.

13 Yes, ma'am, on my right.

14 MS. REDFURN: Thank you. Good
15 afternoon. Thank you. My name is
16 Gabrielle Redfurn. I come from Miami
17 Beach. And Elsie and I are thrilled to be
18 here today to actually hear the Mayor say
19 that he's sorry, to hear the County
20 Commissioners here us say that we
21 understand that you did the best you could
22 knowing with what you knew and with the
23 resources that were provided to you, but
24 now things need to change. And hearing
25 that, I think it's very positive. And I'm

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1 looking forward to a change in spirit in
2 transit coming forward starting Monday. I
3 hope to agree with Commissioner Jordan
4 that everybody is looking for some ideas,
5 some concrete things that we can do within
6 our means, within our budgets today to
7 make a drastic difference in transit, not
8 10 years from now, but tomorrow.

9 And in that spirit, I come before you
10 with two ideas, two suggestions to you
11 that I hope that you will take. One is to
12 look to the City of Miami Beach, who I
13 think we can all agree is the economic
14 backbone of this great community and say
15 this is a transportation problem that we
16 can solve. And the City of Miami Beach
17 has commissioned studies, including the
18 amazing Coastal Communities Transportation
19 Plan that we have had trouble
20 implementing, that we have had problem
21 getting people at the County to listen to
22 us. And beyond that, we have the Coastal
23 Communities Transit Plan. And if you're
24 not familiar with this plan -- it's about
25 this thick. It's a blueprint to how

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1 circulator bus systems can work on Miami
2 Beach and save ridership miles, lower the
3 cost of transit and make it more included
4 for riders of choice to leave their cars
5 and get around Miami Beach. I urge you to
6 fast track the implementation of the
7 recommendations in this plan.

8 And, finally, I think you all should
9 agree that New York City is a good model
10 for us urbanly (sic), greenly (sic). In a
11 lot of ways, we look to New York City. A
12 few years ago, New York City did amazing
13 work by taking an origin and destination
14 study and handing it to economists and
15 saying, what will happen if our economy is
16 continued to be burdened by transit
17 gridlock?

18 MR. BEATTY: Ma'am, thank you.

19 MS. REDFURN: And they came up with a
20 great study. I will give this to the
21 Mayor and hope that you all read it.
22 Thank you so much.

23 MR. BEATTY: Thank you so much.

24 And to my left, yes, sir.

25 MR. SAIPHOO: Thank you. Good

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1 morning, Mayor and Commissioners, Cyril
2 Saiphoo, City of Miami Gardens Zoning
3 Administrator, here on behalf of the Miami
4 Gardens and the Honorable Mayor Shirley
5 Gibson.

6 For the record, City of Miami Gardens
7 has supported and will continue to support
8 the north corridor Metrorail extension
9 projects. City of Miami Gardens has
10 adopted a Comprehensive Development Master
11 Plan and in the process of adopting its
12 land development regulations. These plans
13 have specific goals and policies and
14 regulations to support the redevelopment
15 of the Northwest 27 Avenue corridor, with
16 anticipation of the north corridor
17 extension. These plans call for extensive
18 residential and commercial redevelopment
19 of the Northwest 27 corridor.

20 City of Miami Gardens has not had an
21 opportunity, nor been provided an
22 opportunity to review any alternative
23 transportation plans. So at this time the
24 Miami Gardens is not in the position to
25 consider or comment on any alternative

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1 transportation plans.
 2 For the record, again, the City of
 3 Miami Gardens is in full support and
 4 continues to encourage the north corridor
 5 Metrorail extension as planned and the
 6 City of Miami Gardens would like an
 7 opportunity to play an integral role in
 8 assessing any alternative plan for the
 9 north corridor as to how it may impact the
 10 city's 100,000 plus residents and
 11 businesses. Thank you.

12 MR. BEATTY: Thank you. Thank you
 13 very much.

14 To my right, yes, sir.

15 MR. PRICE: Hi, my name is Gary
 16 Price, and I want to speak to you. First
 17 of all, I live in the northwest Miami-Dade
 18 area in the Country Club of Miami area.

19 I want to speak to you about the
 20 express bus that was rolled out three
 21 years ago, on August 1st of 2005. It's
 22 called the 175 Northwest Dade Express. It
 23 runs -- it used to run from Palmetto
 24 station to Pembroke Lakes Mall in Pembroke
 25 Pines and it operates during -- only on

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1 rush hours. Until -- I like that bus -- I
 2 like that express bus route until like May
 3 of 2007, it merged with the 267 max, which
 4 used to be the Ludlam max. And then until
 5 like five months later, that portion was
 6 discontinued. It doesn't exist anymore.
 7 So I need to -- so I need to ask you to
 8 bring that express bus route back.

9 And, also, I want to speak to you
 10 about Miami-Dade Transit. I want
 11 Miami-Dade Transit to be a good,
 12 convenient way, just like other major
 13 cities like New York, Chicago, L.A.,
 14 Washington -- oh, Washington D.C. as to
 15 that effect, you know. You know. Just
 16 ask all Miami-Dade residents to go green
 17 from Aventura to Florida City, who wants
 18 to go to downtown, to please leave their
 19 cars at home. Leave it at home. And go
 20 ahead and use your car only on weekends.
 21 And please ask to put the advertisement on
 22 bus shelters, benches and more, you know.
 23 Thank you.

24 MR. BEATTY: Thank you.

25 And then to my left, yes, ma'am.

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1 MS. GUTTMAN: Good afternoon. Good
 2 afternoon. Can you hear me now?

3 MR. BEATTY: Yes.

4 MS. GUTTMAN: My name is Susan
 5 Guttman, and I'm speaking for all the
 6 stepchildren from North Miami Beach and
 7 Aventura. Sally, you here? Okay. I'm a
 8 representative from my building and also I
 9 have a few comments to make.

10 Can the B bus please be reinstated?
 11 The people in my condo rely on that bus
 12 and cannot walk to get the B to the
 13 hospital, which is Jackson north or
 14 Aventura. And why can't the 3 bus that
 15 runs each one -- go each one to Hallandale
 16 Beach Boulevard all the time? And why do
 17 bus drivers wait -- can't they wait a few
 18 seconds while the elderly and handicap
 19 people sit down before they take off?

20 And the last thing, why can't
 21 Miami-Dade have an all day bus pass
 22 similar to Broward County? Thank you.

23 MR. BEATTY: Thank you very much.
 24 Thank you.

25 On my right, yes, ma'am.

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1 MS. SANTENO: Good evening, good
 2 evening, my name is Deborah Santeno from
 3 (inaudible).

4 First of all, I'd like to thank Mayor
 5 Alvarez, and our Commissioners and all
 6 elected officials that we were here,
 7 listen to us.

8 First of all, I would like you to
 9 consider to plant trees, include trees in
 10 your shelter plans. Also, I like to bring
 11 to your attention a safety issue that we
 12 are confronting in the new bus stop that
 13 is located on 107 Avenue, right from the
 14 International Mall. There is a big issue.
 15 There are no sidewalks. There is no
 16 shelters. And there are a lot of people
 17 using that bus stop. It is very danger
 18 for them.

19 Also, I like to talk about the
 20 Sweetwater mini bus circulator. That bus
 21 is running empty all the time, which is a
 22 waste of our money. Please consider to
 23 extend that service through -- to
 24 International Mall and Dolphin Mall to
 25 make it work. Thank you very much.

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1 MR. BEATTY: Thank you.
 2 And, sir, to my left. Yes, sir.
 3 MR. FLORES: Yeah. How you doing?
 4 My name is Orlando Flores, and I'm not Joe
 5 the plumber.

6 I wanted to say is that you guys do
 7 have a lot of decisions to make, but
 8 taxing the senior citizens ain't it. I
 9 know that you have to create revenue, but
 10 you got to come up with other ways in
 11 coming up with revenues, because what
 12 you're doing right now ain't even working.
 13 If you need people to get off their cars,
 14 create something for them to want to get
 15 off their cars and ride the buses. Thank
 16 you.

17 MR. BEATTY: Thank you. Thank you
 18 very much.

19 Yes, ma'am, to my right.

20 CHRISTINA: Wow, this is really
 21 difficult to express everything in two
 22 minutes, and so I'm probably (inaudible)
 23 of complaints. First I want to thank
 24 Mayor Alvarez (inaudible) for being so
 25 welcoming to my ideas and implementing. I

1 about what John F. Kennedy said when he
 2 said history of a nation is written in
 3 three books: The book of our words, the
 4 book of our deeds and the book of our art.
 5 But of the three, the only one that is
 6 truly reliable is the last. And so I'm
 7 not going to give you a history lesson. I
 8 just want you to think what our cities
 9 looked like before World War II and after
 10 World War II. And I want you to have
 11 common sense and look at the Metrorail and
 12 think why is there car dealerships right
 13 across from the entrances? And then think
 14 of the sheer momentum of getting an
 15 account, getting money in and think about
 16 the fact that oil and bus went together to
 17 lobby out electric trolleys. And think
 18 about we're abroad. So history has
 19 written it. But the voice isn't new and
 20 the activist isn't new. So they hold the
 21 money and they connect the businesses to
 22 businesses, but the power is with the
 23 people to the people.

24 So when I am on the Metrorail and I
 25 am trying to gather signatures for

1 really appreciate the change in management
 2 and the reception that we're getting that
 3 everybody has expressed here something
 4 new. So I appreciate that.

5 MR. BEATTY: What is your name,
 6 ma'am?

7 CHRISTINA: My name is Christina,
 8 okay?

9 MR. BEATTY: All right.

10 CHRISTINA: So the reason I'm here
 11 today is because I'm a public
 12 transportation development activist and
 13 I've been riding public transportation by
 14 choice for 10 years. And I'm trying to
 15 gather the voice of the people together.
 16 The people that are gathered here are the
 17 most humble of the community, the ones who
 18 are willing to get out of their cars and
 19 watch a BMW wiz by without thinking, god,
 20 you know, I want to end my life. And the
 21 truth is that most people out there on 836
 22 feel that way and would never dream of
 23 getting on a bus.

24 So when we think about the success of
 25 the Coral Gables trolley, we need to think

1 initiatives that are common sense like a
 2 consolidated book of transit maps and
 3 schedules, the security guard tells me
 4 that I need to leave the premises, because
 5 I have no right to speak there. And,
 6 again, it's impossible for me to go and
 7 knock on a door on transit and say,
 8 listen, you can make millions of dollars
 9 putting this together in a beautiful
 10 manner and let the best designer win.

11 MR. BEATTY: Ma'am.

12 CHRISTINA: And provide it and
 13 motivate people.

14 MR. BEATTY: Ma'am.

15 CHRISTINA: And so wait one second.
 16 The last thing the --

17 MR. BEATTY: Ma'am.

18 CHRISTINA: -- practical reason I am
 19 here, because I need permission to speak
 20 on the Metrorail.

21 MR. BEATTY: Thank you.

22 CHRISTINA: Because obviously this is
 23 not going to work. And I need to have
 24 more time do that:

25 MR. BEATTY: Thank you, ma'am. I

1 appreciate it. Thank you so much. Thank
2 you.

3 MR. PUIG: My name is Hector Puig. I
4 work in the V.A. hospital. Listen, some
5 need the alternative pass. You know when
6 raining, don't have a terminal for people.
7 Anytime raining, we need parking for bus
8 for people, no raining. You need you know
9 for the raining and the one needing more
10 buses. Have no buses. (Inaudible). We
11 need one bus 83 go to the casino. You
12 know people going to see casino. You know
13 the -- you know they play casino. They
14 have no buses no buses. FIU to casino,
15 don't have buses there. You know, very
16 important for the people there, for the
17 people and the car. I know you have new
18 pass coming out, new card coming out next
19 year for the local (inaudible). I know
20 the project coming out next year, you
21 know, in March. And the people in Central
22 America come in this country, you know,
23 they come, this place and have no English.
24 People don't have no English there.
25 People sometime walking 10 blocks. The

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1 bus leave it here and they go to
2 (inaudible) about 20, 30 blocks people
3 walking there. You know, the people, one
4 bus is very close, people are able to walk
5 there.

6 MR. BEATTY: Well, sir, thank you.
7 Thank you very much. I appreciate it.
8 Yes, sir, to my right.

9 MR. GLICKAMAN: I live in Broward
10 County. My name is Dan Glickaman
11 (phonetic), and I apologize for being
12 emotional. I'm facing the people I have
13 faced for five years, those in power.
14 Briefly, hyperbolically, a house divided
15 cannot stand. A county divided cannot
16 stand. A region divided cannot stand.
17 You want to create a transit system. I'm
18 going to call it a modern transit system.

19 My suggestion, as per Mayor Alvarez
20 and others may have asked, is to use a
21 modern tool which has been alluded to, but
22 not really emphasized. We used to say in
23 my generation, organize, organize,
24 organize. That's no longer the only
25 words. The words now are Internet,

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1 Internet, Internet. And it is your
2 responsibility not to have one way
3 communication between yourselves and the
4 public. And e-mails are not sufficient.
5 Comments are not sufficient. What you
6 need to do is use all modern Internet
7 means of communication and tools. It is
8 unconscionable at this point in time that
9 hundreds of thousands of your residents
10 and in Broward County and in this region
11 have to rely upon coming physically to a
12 meeting. I traveled today 50 miles to
13 come here. I have 50 miles to go home.
14 It's not fair for any of your -- excuse my
15 voice. It's not fair for your residents
16 that you don't give them modern means of
17 communication and use the Internet,
18 Internet, Internet.

19 MR. BEATTY: Sir, thank you very
20 much. Thank you.

21 Yes, ma'am, to my left.

22 MS. MARTINEZ: Good afternoon. My
23 name is Melva Martinez. Thank you, Mr.
24 Moss, for being here. I'm from St. Anne
25 in Quail Roots down in Cutler Ridge.

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1 The problem is that the retirees --
2 my mother live in one of those apartments,
3 and she doesn't pay for the bus now, but
4 she pay 40 years ago while she was working
5 and paying tax. So it's not fair for her
6 to have to pay now, when she work all her
7 life to earn this point now.

8 And the other part is, in the
9 airport, instead of putting the train, I
10 would suggest the fast bus that you were
11 suggesting on the film, because the only
12 one that's going to take one is people
13 that work in the airport and people in
14 business. And people in business have
15 their own limousines and everything. And
16 family here go in their own buses, or in
17 their own mini van to go to the airport.
18 That's a waste of money. Instead, I would
19 take it all the way down to seven and into
20 FIU, because that would be better than
21 putting any other trains there.

22 The other thing is, you say you were
23 going to get the new -- to pay the toll on
24 the train. It's beautiful, and it's
25 futuristic, but you're taking a job away

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1 from somebody. And let's be realistic, I
2 don't know about everybody else, but if
3 I'm taking the train at 9 o'clock in the
4 evening, I'd rather have somebody there
5 that I can pay, and I feel safer than a
6 machine that would take my token from me.
7 So I would rather have a person there that
8 would take my token from me. Thank you.

9 MR. BEATTY: Thank you. Thank you
10 very much.

11 Yes, ma'am, on the left. Yes, ma'am.
12 Ma'am, please come forward.

13 Oh, okay. Yes, sir.

14 MR. CRUZ: Now? Are you sure?

15 MR. BEATTY: Yes, sir, please.

16 MR. CRUZ: They all know me. Mariano
17 Cruz, 1227 Northwest 26 Street, in
18 Allapatah, Miami. I represent in a way
19 UTA, United Taxpayers of Allapatah.
20 Taxpayer, because that income tax
21 everybody. I don't say homeowners,
22 businesses. I say taxpayer, because even
23 the people in public housing, when they
24 buy anything, they have to pay.

25 But I hate also first to see these

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1 Mayor of (inaudible). I have to call my
2 commissioner, because the county don't
3 come around there to check.

4 I asked for a bus shelter at 12
5 Avenue and 26 Street, southwest corner.
6 I'm still waiting for that bus shelter.
7 Oh, but if I come from Aventura or Coral
8 Gables, they get not one, three bus
9 shelters right away in one corner. Why?
10 Why they discriminate? You know what
11 happened, because through Gary Mandarin,
12 they put our son Allapatah in District 3
13 of the County Commission. Maybe now with
14 the next census, I will be with Little
15 Havana, some other place more common to
16 us, because it shouldn't be. I have to
17 call Commissioner Edmonson. And I know
18 Commissioner Barbara Jordan, because she
19 was a teacher of my son when my son was at
20 manor (inaudible) when he was three years
21 old.

22 MR. BEATTY: Thank you very much.

23 MR. CRUZ: And so I know people for a
24 long time.

25 MR. BEATTY: Thank you so much.

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1 two minutes' limitation. I know how to
2 solve the problem. I'm going to register
3 myself a lobbyist. I'm going to hire
4 Miguel De Grandy, Simon Ferro, anybody, I
5 will pay them retainer of \$1,000 and they
6 will talk whatever they want. Because I
7 never see you limiting any lobbyist in
8 front of the Commission. Why you limit
9 me? As a taxpayer, I come here, using my
10 time, my money to come here and then you
11 limit me. Put that there. Don't limit
12 me, because whatever I'm going to say, you
13 would like.

14 First, I don't pay taxes to Dade
15 County in my home, 'cause I have four
16 Homestead, two for the state, one for the
17 city, and one for being handicap veteran
18 disability. Everything, I don't pay. I
19 pay a lot of money in a house I own in
20 Miami Lakes, 14253 83 Place, in
21 Commissioner Seijas' district. But also I
22 pay \$75 this year. I bought a Kia for my
23 house -- for my wife, 15,000 .005 percent
24 for transportation. What do I get from
25 transportation if I have a problem? The

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1 MR. CRUZ: The only thing I want,
2 that bus shelter. That's the only thing I
3 want. My son is a bus driver.
4 (Inaudible) try to fire him.

5 MR. BEATTY: Thank you so much.

6 MR. CRUZ: But, you know, next time I
7 bring a lobbyist here.

8 MR. BEATTY: Thank you so much.

9 MR. CRUZ: Because I shouldn't be
10 leaving.

11 MR. BEATTY: Thank you so much.

12 And so on my right, yes, ma'am.

13 MS. BARRETO: Hello, my name is
14 Karina Barreto.

15 (Through the Interpreter).

16 Good afternoon, my name is Karina. I
17 spoke with Commissioner Martinez so they
18 would place 147, but it was discontinued.
19 Because -- it had a good schedule. It had
20 a very bad time schedule. It was supposed
21 to pass by every hour, but, however, it
22 would actually pass by (inaudible). And
23 sometimes it wouldn't pass when it was
24 supposed to and sometimes it would come
25 by, but it wouldn't stop at the station.

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1 So I couldn't drive on it, ride on it.
 2 The only suggestion I have is that it
 3 be placed again, because in the Hammocks
 4 area, they're going to place an
 5 immigration station there on 147 and 12
 6 Street, Southwest 12 Street. It would be
 7 good for the Kendall area, that 147 be
 8 placed there again. It would be good to
 9 put this into account. In the area of 88
 10 and 137, there's a lot of construction
 11 going on. It would be good if you could
 12 increase the number of buses. And more of
 13 them on 88, because there's a lot of
 14 buildings going on. Public transportation
 15 should think about this. I would suggest
 16 that this be administration public transit
 17 system. As regards to 88, 288, too, so
 18 please listen to my suggestion. I thank
 19 you very much for this opportunity you've
 20 given me to be here to talk to you about
 21 this matter. Thank you.

22 MR. BEATTY: Thank you, ma'am. Thank
 23 you very much.

24 Yes, sir, to my left.

25 ANDRE: Yes. Good morning, Ladies

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1 and Gentlemen, members of the Commission,
 2 the Mayor, my question is directed at the
 3 Commission, specifically those
 4 Commissioners who voted for the fare
 5 increase.

6 MR. BEATTY: Sir, what is your name?

7 ANDRE: Andre. Roughly 10 years
 8 ago, when the South Dade bus way opened
 9 up, you all provided free Metrorail passes
 10 to all passengers, and 10 years later,
 11 they continue to receive free passes.
 12 Over 30 years ago, the north corridor, it
 13 were promised a Metrorail system. They
 14 have not to date been given a rail system.
 15 However, those people are not afforded the
 16 privilege of getting free Metrorail
 17 passes. They are paying fifty cents
 18 through their teeth to get on the rail.
 19 However, the people in south Miami-Dade
 20 continue to get a free ride on transit.
 21 Why can't South Dade people boarding the
 22 bus way pay their fair share of transit as
 23 everyone else is?

24 Secondly, the issue of fraud.

25 Throughout this country, fraud is a major

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1 concern. Everything concerning Medicare
 2 and mortgage fraud. Your bus passes,
 3 whether it's elderly passes or monthly
 4 passes, what are you guys doing to ensure
 5 that passes are not being fraudulently
 6 used? Are you ensuring that your
 7 operators and also your security personnel
 8 are checking these? And can you certify
 9 that they are doing such?

10 And, lastly, please, Patriot
 11 Passports and Golden Passports, you should
 12 not touch those. Those are people -- you
 13 really promised the elderly, and the
 14 veterans deserve it. Those other
 15 passports, the greatest areas of fraud,
 16 they need to be discontinued. Thank you.

17 MR. BEATTY: Thank you. Yes, sir.

18 MR. FALCONI: Good afternoon, my
 19 name is Javier Falconi. I'm the
 20 transportation manager for the City of
 21 Miami Beach. I'm just here briefly to
 22 talk about two points.

23 I'd like to emphasize, one, is that
 24 the city has invested a great deal of
 25 money and effort in developing the Coastal

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1 Communities Transportation Master Plan,
 2 the Coastal Communities Transportation
 3 Study for Transit, the Bicycle --
 4 Pedestrian Bicycle Master Plan. We're
 5 currently going through the process of the
 6 update of the comprehensive plan for the
 7 city. As part of that, we had a
 8 transportation element that's being
 9 updated as well. All of these plans call
 10 to the need for implementation and the
 11 expansion of the circulator to the north
 12 and the middle beach parts of the city.
 13 We already have a circulator going on
 14 South Beach. It's very successful. We
 15 have about two-and-a-half million that
 16 riding currently per year the circulator
 17 and we really like to see the expansion to
 18 the north and the middle beach.

19 The other thing that I'd like to
 20 point out is, the city highly like to see
 21 a workable solution to get a shuttle to go
 22 from the airport, Miami International
 23 Airport, to the city, to complement the
 24 efforts that we have going on with
 25 Miami-Dade Transit, as well as with the

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1 County. Thank you very much.
 2 MR. BEATTY: Thank you.
 3 Yes, ma'am. To my left, yes, ma'am.
 4 MS. ORTIZ: Thank you for the
 5 opportunity to let me speak today on
 6 behalf of my son and his school, Robert
 7 Morgan Educational Center.
 8 MR. BEATTY: What's your name, ma'am?
 9 What's your name?
 10 MS. ORTIZ: Magaly Ortiz and Alec
 11 Blain. He's a student at Robert Morgan.
 12 And we're advocating for better bus
 13 service to the area, because the 52 is a
 14 local route and it takes many shifts. And
 15 it takes about an hour to get to Metrorail
 16 station and it does not get you to bus way
 17 quick enough so that you could get a
 18 connection to it. He has been riding for
 19 two hours to get home by the airport area.
 20 And he has to take -- that 52 takes him
 21 about an hour, and then another -- the
 22 train and then another bus to get to home.
 23 We've been trying for the past three years
 24 to get transit to listen to us.

25 Mr. Moss has been one of the
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1 beautiful people that have let us listen
 2 to him, and Mr. Kapoor's office as well.
 3 I thank them very much. And now we have a
 4 copy for Mr. Alvarez, the Mayor of this
 5 County, hoping that something could be
 6 done for these kids. It's not just high
 7 school. It's a vocational adult center as
 8 well. Robert Morgan has grown immensely,
 9 and we need better bus service. Thank
 10 you, sir.

11 MR. BEATTY: Thank you, ma'am. Thank
 12 you very much. And thank you, young man.

13 Yes, ma'am.

14 MS. LOPEZ: Yes, hi, good afternoon,
 15 my name is Millie Lopez. I'm here in
 16 support of transit-oriented development.
 17 There was a lot of talk about
 18 transit-oriented development a few -- a
 19 few years ago, and it seems to have died
 20 down. Everybody always tells me the train
 21 doesn't go anywhere. Well, let's think.
 22 If we made these stations a designation,
 23 make me get off the train to go to these
 24 stations, maybe they will be more useful.
 25 Example, Dadeland. Dadeland station is

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1 the most successful station of all the
 2 line. Why? It has place. It has things
 3 to do. People work, live, play there.
 4 Let's allow the developers at these
 5 stations that want to develop these sites
 6 as mixed-use green workforce housing do
 7 their thing. What is the holdup? Thirty
 8 years later we haven't done nothing at
 9 these stations. The studies show, way
 10 back then, that this will work. Let's get
 11 it going. Let's not just put a parking
 12 lot empty there. Let's put things at
 13 these sites. Let's use them properly.
 14 Best of the real estate land, not just a
 15 parking lot. Parking lot doesn't generate
 16 nothing but parking revenue. Let's
 17 generate other kinds of monies at these
 18 stages. Thank you very much. Hope you
 19 support transit-oriented development and
 20 green workforce housing.

21 MR. BEATTY: And thank you very much.
 22 And that ends our public comment portion
 23 of our meeting. While I know this process
 24 is difficult, and while I know that
 25 certainly everyone would like to speak at

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1 length, I really appreciate and hope that
 2 you all appreciate as well the important
 3 opportunity that you've had to speak. And
 4 so I thank you for your courtesy. I thank
 5 you for the respect that you've shown to
 6 everyone else, and I applaud you. So
 7 thank you.

8 We have another former leader of ours
 9 who I think will always be a leader,
 10 Maurice Ferrer, a former Mayor of the City
 11 of Miami and commissioner for Miami-Dade.
 12 Is he here somewhere? He's here
 13 somewhere.

14 The roundtable discussion will follow
 15 lunch, and we -- and lunch will be served
 16 right now. We encourage you, however, to
 17 stay for the round table discussion. It's
 18 going to be extremely important.

19 And commissioner, if I could pause in
 20 my comment, because of my visitor here,
 21 Commissioner Pepe Diaz is here as well.
 22 Thank you. Thank you so much for being
 23 here. Thank you.

24 You have comment cards. Your comment
 25 cards will be accommodated with regard to

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1 the roundtable. As I mentioned, there
2 will be no decisions made here today. A
3 summit report will be submitted to the
4 County Commissioners of all of your
5 comments. So let's have lunch, come back
6 in a half hour, be cause we will
7 recommence on time. Thank you very much.

8 & (Thereupon, a luncheon recess was
9 taken).

10 MR. BEATTY: We're to begin and so
11 therefore I will. I want to make one
12 point, though, prior to commencing with
13 the roundtable. You know, I've always
14 been told that things speak. Everything
15 speaks in some way. And I know that the
16 notion that there are sumptuous
17 delicacies, and that essentially
18 tantalize your taste buds and cleanse
19 your pallet and excites your pallet, that
20 all that can even be contained in a box.
21 Is that right? Yeah? Was lunch -- in
22 other words, was lunch good? Okay, all
23 right. Okay, I guess I needed to get to
24 the point.

25 As we commence this process, I'd like

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1 to give Commissioner Moss, in a few
2 moments, a period of time to make a few
3 opening comments to help to direct our
4 course this afternoon and establish the
5 purpose of this portion of this meeting.

6 And, thereafter, I'd like to ask
7 Mayor Alvarez to begin, actually begin the
8 discussion with some of the critical
9 issues that you've heard and some of the
10 critical issues, Mr. Mayor, that of course
11 you know are very, very prevalent on the
12 issues that we -- that we have been
13 discussing.

14 Panelists. If you would like to be
15 recognized to speak, I'd appreciate it if
16 you would just acknowledge to me, raise
17 your hand, I'll be more than happy to call
18 on you. You know, here, in this regard as
19 well, I don't want to have to contact that
20 other Robert Beatty. And I talked to him
21 a little -- a few moments ago, and he was
22 ready to come back, but I told him no. I
23 told him no.

24 So with that, Commissioner Moss,
25 please.

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1 COMMISSIONER MOSS: Thank you, Mr.
2 Moderator. And, first of all, I'd like to
3 thank everyone for attending, Mr. Mayor,
4 certainly my fellow County Commissioners,
5 other elected officials, organization
6 representatives. And I'd like to thank
7 our moderator, Robert Beatty, both Robert
8 Beattys. Let's give him a big round of
9 applause.

10 And I am really encouraged by what I
11 have seen here this morning in reference
12 to people in our community who are
13 concerned about transit and
14 transportation. And I think that the
15 Mayor, and the Manager and many have kind
16 of laid out the dilemma, our Vice
17 Chairwoman have laid out the dilemma that
18 we face here in Miami-Dade County. I also
19 understand the anger and frustration on
20 the part of the citizens in this
21 community. I wish that there was some
22 magic solution, but at the end of the day,
23 there is no magic solution. It's all
24 about that four letter word called cash.

25 So this afternoon we have, in my

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1 opinion, two overriding issues that we
2 need to take a look at. First of all, how
3 do we take care of our existing system?
4 How do we improve it? We heard people
5 talking about elevators that need to be
6 fixed, and vehicles that need to basically
7 run more regularly. Those kinds of
8 things.

9 And, also, I think that the second
10 part of it is, we need to then try to
11 figure out how do we expand the system
12 going forward in the future with the
13 financial realities of what we're dealing
14 with. And, again, there is no magic, so
15 we find ourselves in this position.

16 I can go through talking about the
17 pro forma assumptions that were
18 unrealistic. I can go through the cost
19 escalations and the construction costs.
20 And those -- some of those things have
21 been touched on today. But at the end of
22 the day, we, as a community, have to
23 decide, where do we go from here?

24 Now, what I would like to do is just
25 briefly, and because of time, to talk

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1 about a few issues that I think that we
2 need to take a look at.

3 Number 1, I think that we need to go
4 back and take a look at our local option
5 gas tax. Look at increasing that, and
6 taking advantage of the additional two
7 cents.

8 Number 2, I think that we need to
9 look at the unification of the system.

10 Number 3, Metromover, and some folks
11 have talked about that today, we need to
12 talk about charging for the use of the
13 Metromover service. We need to go in and
14 take a look at the Golden Passport and the
15 Patriot Passport. And certainly I
16 understood everything that was being said,
17 but I think that those are issues that
18 still have to be on the table.

19 I think we need to also look at
20 addressing the operations and maintenance
21 costs with the administration and with
22 labor. It's very, very important that we
23 work together and try to bring down those
24 costs.

25 Our STS costs, those are significant

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1 going out 30 years as well, and so we need
2 to take a look at those particular issues
3 as well.

4 Someone mentioned the economic
5 stimulus, and perhaps with the new
6 administration coming in, having an
7 opportunity to get some additional
8 resources to fund some of our systems.

9 I think we need to look at completing
10 our projects, the orange line, in phases.
11 You know, I don't think that we're going
12 to be in a position to do everything at
13 one time, so maybe what we need to do is
14 to really break it down, look at those
15 segments that are ready to go now, try to
16 get those funded. And then, as we work on
17 the additional phase, if you will, in the
18 future.

19 So at the end of the day, what we
20 have to do -- and not today, but at least
21 we need to start the conversation, the
22 dialogue, is to figure out what kind of a
23 system we can afford going into the
24 future. And, again, I wish that there was
25 some magic, but there is no magic

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1 solution, but I believe that all of us
2 working together in this community, that
3 we can put together a financially feasible
4 plan that will help promote transit in
5 Miami-Dade County.

6 So with that, Mr. Moderator, Mr.
7 Beatty, both Mr. Beattys, I thank you very
8 much.

9 MR. BEATTY: Thank you, Commissioner
10 Moss.

11 Mr. Mayor.

12 MAYOR ALVAREZ: Thank you. Thank
13 you, Commissioner Moss. I want to thank
14 the Chairman, the Vice Chair, and all the
15 Commissioners and distinguished guests for
16 being here. I want to thank all of you
17 for attending this very important summit.

18 Let me just start out by saying --
19 because I got a sense from listening to
20 some of the speakers, there was a sense
21 that the administration had given up. We
22 haven't given up on anything. The reason
23 why we're here is, I want to make sure
24 that we bring this very critical situation
25 to a head, and then move on. But nobody,

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1 nobody is giving up.

2 I am very optimistic, but I am also a
3 realist. And I can tell you -- and I
4 challenge anyone to dispute this. I can
5 tell you that what was promised in 2002,
6 with all those heavy Metrorail corridors
7 and the timeframe that it was discussed,
8 that's not doable. And I challenge anyone
9 here that says that they can. But with
10 that said, I am optimistic. And the
11 administration is going to work as hard as
12 we possibly can to deal with a very real
13 problem in our community. And that is the
14 whole issue of traffic congestion, and the
15 fact that it's not going to get any
16 better. And what I'm trying to reach is a
17 point where we come to an understanding of
18 what is doable. Maybe we will start
19 getting all these millions of dollars from
20 Washington. And if that's the case, it
21 will make our decisions much easier. But
22 what about if we don't? We need to have
23 plans. We need to have contingency plans
24 that says, well, if we can't do this this
25 way, we need to do it that way.

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1 And what I'm asking is, for us to
 2 work together to make sure that at the end
 3 of the day, that we come up with a system
 4 that addresses a very real problem that we
 5 have in Miami-Dade County, which is called
 6 traffic congestion. And that is the
 7 ultimate goal. But I don't want anyone
 8 sitting in the audience to think that
 9 we're saying, well, we can't do what was
 10 promised in '02, and therefore we're
 11 closing shop and we're going home. That's
 12 not the case at all.

13 As a matter of fact, what I want to
 14 do is make sure that when my term is up in
 15 four years, I want to be able to say that
 16 during those four years, this was
 17 accomplished. I do want to move forward,
 18 but I want to be realistic. And I want to
 19 make sure that we have a plan that's
 20 actual -- that actually is a doable plan.

21 MR. BEATTY: Thank you, Mayor.
 22 Next we'll have Commissioner Sorenson
 23 and then Commissioner Gimenez.

24 COMMISSIONER SORENSON: Thank you so
 25 much, Mr. Beatty. Thank you for

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1 moderating today and thank you to everyone
 2 in the public for coming out today and to
 3 Commissioner Moss for coming up with this
 4 very good idea that we all get together
 5 and discuss these issues and all my
 6 colleagues, staff and Commissioners, and
 7 business people and my PTP appointees and
 8 everyone for being here.

9 I think I started thinking through
 10 some of our goals. What we really want is
 11 a safe, affordable, accessible,
 12 comfortable transit system that reaches as
 13 many people as possible. And I don't see
 14 transit as just being for poor people as
 15 someone mentioned. I lived in Chicago for
 16 a time where I saw women in mink coats
 17 getting on the bus to go downtown. So
 18 there are lots of people who took transit,
 19 and they weren't all poor people.

20 And I think that we also have to
 21 consider the environmental aspect of all
 22 of this, which means if we have more
 23 people riding transit, we have less of a
 24 carbon footprint in our community. And in
 25 a county where sea level rise is going to

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1 be a critical issue over the next 30 or
 2 40 years, we have to consider that transit
 3 is a solution to global warming and to
 4 climate change. And it's something that
 5 has to be part of this discussion.

6 I think we also have to be realistic.
 7 We have got to use the money that we have.
 8 As the Mayor said, we can hope for more
 9 money, but hoping isn't going to make it
 10 possible. And this is not exactly a tax
 11 friendly community. It was very difficult
 12 to pass the one cent -- the half cent
 13 sales tax after the one cent sales tax
 14 failed. So I think we're going to have to
 15 live within our means, to a great extent.

16 Now, there are other sources that I
 17 think we should look at, including Florida
 18 Department of Transportation. They
 19 consider themselves the Florida department
 20 of roads, but I think they need to start
 21 considering themselves to be the Florida
 22 Department of Transportation and looking
 23 at funding transit as well as along with
 24 roads. And, by the way, I didn't hear
 25 anybody here today talking about the need

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1 for more roads. Everyone who's here is
 2 talking about transit. And the people who
 3 aren't here may not be transit users, but
 4 they are people who benefit from transit,
 5 because so many people use transit. That
 6 means one less vehicle on the road, and
 7 that benefits them as well.

8 The other sources that we can look at
 9 for funding. Perhaps there will be a
 10 Federal stimulus package that would have a
 11 need for transit. That would be a great
 12 thing. Perhaps we can pass a two cents
 13 local option gas tax. That would be a
 14 good thing. I don't think it's
 15 necessarily a realistic thing given the
 16 makeup of our Commission, even though gas,
 17 by the way, is now down to \$2 and what 20
 18 cents or so? Okay, you win the auction,
 19 Mayor Reeder, \$1.99. So this would be a
 20 great time to add the two cents and people
 21 wouldn't feel it at all.

22 The other thing that I think is
 23 extremely important to consider in all
 24 these discussions is the issue of land
 25 use. We cannot continue to expand

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1 geographically and expect that we're ever
 2 going to get more money from the Federal
 3 Government if they see us going outside
 4 the Urban Development Boundary, going to
 5 create more communities that need more
 6 cars and would cost us more in transit
 7 funds. It just doesn't make sense. We
 8 have to look at compact development, and
 9 insisting that we have compact
 10 developments, because that's the way to
 11 get users for transit.

12 I think we also have to acknowledge
 13 that there was some mismanagement. I
 14 mean, I remember in the early days when we
 15 had two administrations: We had CITT and
 16 we had the regular Department of
 17 Transportation. We didn't need that. We
 18 didn't need the whole extra building. We
 19 didn't need a lot of the furniture. And
 20 we also had a whole lot of overtime, among
 21 our bus drivers, that, you know, it was
 22 good for them, but it was probably not
 23 good for the whole system, the entire
 24 community. So I think it's fair to say
 25 that we did make mistakes, and part of

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1 that was mismanagement. And I think that
 2 we need to acknowledge that.

3 But having said that, we are where we
 4 are right now. We've gone through some of
 5 these issues. And we have to get to the
 6 point where we're realistic enough to
 7 understand we have certain parameters. We
 8 have certain limitations.

9 I think instead of heavy rail, we
 10 ought to look much more seriously at Bus
 11 Rapid Transit. The bus way has been a
 12 great success. And in south Miami-Dade,
 13 I think it can be a success and other
 14 parts of the County. And if we make it --
 15 and that isn't a whole BRT system, because
 16 you have a lot of intersections, but we
 17 can make some great strides with BRT. BRT
 18 can also be transformed into Metrorail if
 19 we do have the money to go forward but, in
 20 the meantime, we have people who are able
 21 to use the transit system and it will
 22 happen a lot faster than waiting for years
 23 and years of environmental impact studies
 24 and all the studies you have to go through
 25 to get the federal dollars.

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1 So, to me, it makes sense to
 2 institute Bus Rapid Transit as quickly as
 3 possible in the corridors that really need
 4 it along the orange line. And then, in
 5 the future, if we have funds, and there's
 6 man from heaven, we can take advantage of
 7 it, but in the meantime we'll have a
 8 transit system that will work for
 9 everyone. Thank you.

10 MR. BEATTY: Thank you.
 11 Commissioner Gimenez.

12 COMMISSIONER GIMENEZ: Thank you very
 13 much. And I have to say that I agree with
 14 commissioner -- first of all, I want to
 15 thank Commissioner Moss for holding this
 16 summit. And Commissioner Moss and I -- I
 17 have a tremendous amount of respect for
 18 Commissioner Moss, but sometimes we
 19 disagree on things. And that's just the
 20 way it is, and that's Democracy, but I do
 21 admire him very much. And I also think
 22 this is a really, really great thing.

23 When I first got here, about four
 24 years ago, the transit agency, what they
 25 wanted to do, was they wanted to take

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1 money from the PTP. They wanted to pay
 2 debt that was actually incurred prior to
 3 the PTP. They wanted to unify the system.
 4 We fought that at the Commission level,
 5 actually lost at the Commission level.
 6 And due to Mayor Alvarez veto, we actually
 7 sustained that. So the increase in the
 8 maintenance of effort was actually a
 9 result of the Mayor's veto at the time,
 10 which basically forced Miami-Dade County
 11 to increase the maintenance of effort if
 12 they wanted to use PTP funding.

13 I believe that there has been --
 14 without a doubt, this was overpromised.
 15 And when I went to the polls in 2002, I
 16 was not a member of this Commission. I
 17 was an individual. I was in government.
 18 And I held my nose and I voted, AND hoping
 19 and praying that what I thought was going
 20 to happen wasn't going to happen, but
 21 unfortunately it has. And they were
 22 overpromised. We were promised a bunch of
 23 things that we could never deliver. So
 24 now we are here. We're here right now
 25 where we are.

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1 I want to talk about a Learjet, okay?
 2 Now, why am I going to talk about a
 3 Learjet? Because we talk about a
 4 Learjet -- what it cost to operate a
 5 Learjet. A Learjet, when you add all the
 6 operating -- when you talk about variable
 7 operating expenses, and when you talk
 8 about fixed costs for operating expenses,
 9 when you add all those up -- and, by the
 10 way, this includes a pilot salary, a
 11 co-pilot. It includes food for anybody
 12 who's traveling on the Learjet. It
 13 includes maintenance. It includes repair.
 14 It includes fuel. By the way, which the
 15 fuel is more expensive than the fuel that
 16 we buy today. And the gas mileage is less
 17 than a bus. The O&M for a Learjet 60, I
 18 believe it is, okay, is \$7.36 per mile.
 19 That's 7.36 per mile. The O&M, the
 20 Operation & Maintenance, of a Metro bus is
 21 \$9.50. Now, I believe that before we
 22 start looking at how we're going to be
 23 spending this money, we need to look
 24 internally to why is it that it cost us
 25 \$9.50 to operate a Metro bus per mile. I

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1 mean, we've always been told, well, you
 2 know, this is how they operate. It cost
 3 that much in Washington, in New York, in
 4 Chicago, et cetera, but actually you're
 5 just comparing yourself to yourself to
 6 probably not a very efficient system also.
 7 And so I'd like for the Mayor to look at
 8 this, as to why it's costing us so much to
 9 operate a bus. If we can bring those
 10 operating expenses down, they're --
 11 actually you can squeeze out more money
 12 for capital.

13 And before I'm willing to unify the
 14 system and all that, I've got to make
 15 sure, at least for myself, that the system
 16 that we're operating today is operating in
 17 an efficient manner. That we have
 18 squeezed every penny out of that system.

19 I'll give you another O&M cost, which
 20 is the average cost of a vehicle is \$0.54
 21 a mile. So it's basically 18 times more
 22 expensive to operate a Metro bus than it
 23 is to operate a vehicle. And that
 24 shouldn't be. You've only got one engine.
 25 You got four brakes, et cetera, et cetera.

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1 There's something going -- there's
 2 something that is making these vehicles --
 3 the maintenance and operation of a Metro
 4 bus that expensive. And that's not even
 5 talking about the rail system, which is
 6 even more expensive to maintain and
 7 operate.

8 So for me, you know, that's what I'm
 9 looking at Mr. Mayor, that we need to
 10 start looking at the O&M costs, trying to
 11 bring those down. And then let's see how
 12 we can squeeze every single penny out of
 13 the half penny that we do have in order to
 14 get the biggest bang for the buck.

15 Metrorail is three times more
 16 expensive than a -- to build and operate
 17 and maintain than a rapid bus system. And
 18 so, you know, I was on -- I was on trains.
 19 I was on -- thought I was a supporter of
 20 Metrorail. I was a supporter of light
 21 rail. I'm not even a supporter of light
 22 rail anymore, because the more I studied
 23 about light rail, the cost per passenger
 24 mile is much higher than -- it could be
 25 than even Metrorail and actually it's much

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1 higher than a bus.

2 So right now I think what we need to
 3 do is try to stretch our dollars as much
 4 as possible, providing transportation
 5 solutions to the majority of the County.
 6 Stretch it as much as we can so the
 7 majority of our citizens could take
 8 advantage of that. And right now it does
 9 not appear that Metrorail is the way to
 10 go. Because we go to Metrorail, we're
 11 going to be \$9 billion in the hole just on
 12 an orange line, which, by the way, the
 13 orange line is only two and a half
 14 projects of the eight that were promised.
 15 The original east/west used to go all the
 16 way to downtown and now it stops at the
 17 Mick. And so, you know, for me, we need
 18 to look at a better alternative.

19 So, you know, with that, I would be
 20 willing to look at maybe the half cent or
 21 the two cents, you know, with the gas tax
 22 to stretch some more dollars.

23 But I also have to agree with
 24 Commissioner Sorenson, that really the
 25 best way to make transit less dependent on

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1 us and make it more self-sustaining --
2 although, you have to understand, transit
3 will never be self-sustaining. It will
4 always be subsidized by the government, is
5 that we have to incentivize development in
6 the inner core, increase the densities.
7 And once you start to increase the
8 densities, then in the future, if you
9 start where it says BRT, where you do land
10 acquisition for a BRT, later on in the
11 future, the densities may make sense for
12 you to go to some other type of system.

13 And I think that's the way we need to go.

14 But, anyway, those are my comments
15 and I hope to listen from the rest of my
16 colleagues. Thank you.

17 MR. BEATTY: Thank you.

18 A number of persons who spoke to us
19 today talked about broken promises. They
20 raised the integrity issue with regard to
21 different aspects of the plan. One aspect
22 that was repeatedly raised, as
23 Commissioner Gimenez just mentioned, was
24 the orange line.

25 How do we -- how do you view the

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1 issue of -- the integrity issue with
2 regard to fulfilling the promises that
3 were made in the original plan? Let's
4 have some dialogue around that issue.
5 Someone? Yes, ma'am, Commissioner.

6 Commissioner Jordan.

7 VICE CHAIRWOMAN JORDAN: Thank you
8 very much.

9 Before I get to the integrity issue
10 in terms of the orange line and promises
11 made, I'd like to go back to some
12 background or historical information
13 relative to -- before the orange line
14 evolved, there was a north corridor. And
15 I want to kind of let the community know
16 how the orange line evolved. The north
17 corridor, I think staff will tell you, in
18 terms of its design and development
19 process is probably about 18 months,
20 Harpal, in terms of moving along ahead of
21 the east/west corridor.

22 The orange corridor was the promise
23 of 30 years ago when, what we know now as
24 the Metrorail, took the sudden turn out
25 into Hialeah. And the promise was made to

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1 the community that when we come back, this
2 is going to be the first thing that we
3 build. Well, that was moving along very
4 rapidly. And because of how the political
5 arena works, the north corridor then
6 became a political football in Washington.
7 And there was a negotiation between the
8 leadership in Washington, the parties
9 involved, in terms of moving the project
10 along. And the compromise to do that was
11 made, rightfully so, because Miami-Dade
12 County is one community. But the
13 compromise was made that if we're going to
14 build anything, that the east/west had to
15 come along with the north corridor. Well,
16 up until that point right now, if you do a
17 cost out analysis, what you have before
18 you in terms of the 9 1/2 billion dollar
19 deficit represents the combination that
20 was crafted based on that negotiation,
21 based on that compromise of having the
22 north and the east/west combined with the
23 Earlington Heights. That's why you have
24 the 9 1/2 billion dollar deficit.

25 What we have not seen, and what the

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1 community needs to know and my community
2 keeps asking, what does it cost to build
3 the north corridor, whether it's heavy
4 rail or light rail? What does it cost to
5 build the north corridor? And can we
6 afford to build the north corridor? I
7 will say to you that -- do we have enough
8 money? No, we do not have enough money to
9 build the entire orange line.

10 And I think that there is a
11 responsibility to keep the community's
12 original promise to build the north
13 corridor. That integrity, to me, to cast
14 aside -- and it doesn't matter whether
15 it's light rail or heavy rail in terms of
16 the community being willing to accept, I
17 feel, but we need to know the cost. But
18 it does matter when you're talking about
19 something that was promised to a community
20 30 years ago, and then you're talking
21 about, oops, there's not enough money and
22 let's go Bus Rapid Transit. That, to me,
23 is reneging on a commitment where the same
24 taxpayers supported the half penny.

25 And, by the way, I might add, that

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1 the 20% that comes off the top of the half
 2 penny only goes to those cities that were
 3 incorporated at the time when the half
 4 penny passed. The city that I live in,
 5 and that is in Commissioner Diaz's
 6 district and I think Commissioner Sorenson
 7 may have one, don't receive that 20%. So
 8 we don't have the benefit of having a
 9 trolley to go around in our community. So,
 10 you know, I was listening very carefully
 11 about what was being said about that 20%,
 12 because my community pay into that half
 13 penny sales tax, but yet my municipality
 14 receives no benefit from that 20% at all.

15 So to get to your question regarding
 16 the integrity, I think it has to be
 17 considered in the broader picture. And
 18 that is why I agree with Commissioner
 19 Moss's premise that he started out with,
 20 that we have to look at what we can do in
 21 phases. Maybe we cannot build the entire
 22 orange line because it cost 9 1/2 billion
 23 dollars in terms of a shortfall, but if it
 24 means building one mile at a time, we need
 25 to do the north corridor. One mile at a

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1 time. The community was promised it, it
 2 deserves it and we need to make sure that
 3 we make it happen and keep that
 4 commitment.

5 If we have to have -- and I think
 6 that we should have a plan A and a plan B.
 7 I agree, we need to make sure that we do
 8 everything possible to get cars off the
 9 road and that we improve our transit
 10 system. And I must commend you, Mr.
 11 Commentator, for doing a wonderful job of
 12 managing this morning, because it was a
 13 very productive session this morning.

14 And I want to commend the community,
 15 because you came up with some excellent
 16 recommendations. You have put a lot of
 17 thought into this, and you gave us some
 18 valuable feedback that I feel we can use.

19 I feel we should do everything
 20 possible to move our cars off the road.
 21 We don't know if the gas crisis is going
 22 to occur again and prices are going to go
 23 up, because we have no control of it. So
 24 we need to make sure that we're preparing
 25 for the future.

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1 And I agree, do Bus Rapid Transit
 2 while we build the north corridor. And as
 3 we get additional dollars, remove the Bus
 4 Rapid Transit and build the east/west or
 5 other lines. Nobody is talking about the
 6 fact that we don't have a line today. And
 7 I have to commend Commissioner Moss for
 8 how he has overseen South Dade and the
 9 production and development in South Dade,
 10 but we only have the corridor going to
 11 Dadeland. It's still needed in Florida
 12 City, Homestead, too. So, yes, it takes
 13 30 years. It took a long time to build
 14 the one that we have, but we've planned
 15 and developed for the future, because we
 16 know that we are a growing community. And
 17 we need to think about the fact that we
 18 need to plan our transportation 40 years
 19 to come, while we also plan to respond to
 20 what the needs are today.

21 So, to me, the plan A is to move
 22 expeditiously, to build the north
 23 corridor, do the Bus Rapid Transit as a
 24 part of that process for the other
 25 communities, including north. And while

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1 we build the north corridor, and we get
 2 additional resources, let's bring along
 3 the east/west right along with it, but do
 4 it in phases and cost it out in phases, so
 5 one end of the corridor does not hold up
 6 the other.

7 MR. BEATTY: Thank you. Thank you.

8 I call on Commissioner Gimenez. And
 9 then, of course, those on my left, be
 10 mindful that you are not going to escape
 11 my wrath. I'll call in Robert Beatty
 12 Number 2, if I have to. Okay. And so
 13 we're not going -- we're not going in
 14 sequence. If anybody has any comments,
 15 please, by all means raise your hand and
 16 I'll certainly acknowledge you.

17 Yes, sir.

18 COMMISSIONER GIMENEZ: Thank you.

19 And I guess my answer to your
 20 question about the orange line is that
 21 when the people of Miami-Dade County voted
 22 for this program, there were eight
 23 projects all over the County. There were
 24 eight promises made all over the County.
 25 And we can't keep -- I don't think we can

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1 keep any of them, okay, because, to be
2 frank with you, maybe it's something
3 that's kind of gone over everybody's head,
4 is that the current system that we have
5 today, without adding one inch of rail, is
6 2.3 billion dollars in the hole, 30 years
7 out.

8 And as the manager so aptly
9 described, the maintenance of effort from
10 the taxpayers of this County continues to
11 rise, that's property taxes. And so we
12 have to balance the needs of other
13 services in this County, and that comes
14 out of the general fund, which funds
15 police, solid -- not solid waste, but
16 Public Works and all other kinds of vital
17 services in Miami-Dade County. And so as
18 we put more money into transit, we have to
19 kind of balance out, hey, what are we
20 going to be doing in the other services in
21 Miami-Dade County. And since right now we
22 have a 2.3 billion dollar hole without
23 building an inch -- you know, that's why,
24 you know, I applaud, you know, the Vice
25 Chair. She's very vocal, and rightfully

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1 so, about putting the line that was
2 promised sometime back. But I also have
3 to say that promises are going to be
4 broken to everybody in Miami-Dade County,
5 not just one segment of the community.

6 And so I'm looking -- I'm looking at
7 -- I'm looking at it as a whole. And that
8 will be my position. And we don't have
9 the money right now to even build an inch
10 of rail. We're going to have to come up
11 with some other ways to increase revenue
12 or decrease expenses. And then once we do
13 that, then we come up with a plan of what
14 we're going to do with the money.

15 MR. BEATTY: Thank you.

16 Next we will go to Ms. Zilbert, then
17 Commissioner Edmonson and then
18 Commissioner Diaz.

19 MS. ZILBER: First of all, when you
20 talk about integrity, and people that care
21 about money, there's a group of people
22 sitting in here, and we have a majority
23 here today, of the CITT. This group is so
24 cost effective, you wouldn't believe it.
25 They don't want to give up your half penny

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1 unless there's good reason to. And you
2 know what we get for service and for
3 caring? Nothing. So you can't get a more
4 effective group than that.

5 And I want to tell you what we are
6 fighting for is for you. Yes, we believe
7 in the north. I live in the north. If I
8 had to get here by public transportation
9 for what I get in the north, I would have
10 had to start out last night. So
11 fortunately I was very fortunate to have
12 somebody drive me here today, and I'm very
13 glad that I'm here.

14 I want you to know that we do not
15 believe in what is called the unified
16 transportation system. And I'm not
17 speaking for myself. I am speaking for my
18 group. The reason we don't believe in
19 calling it that is because unification
20 means no old and new. Unification means
21 an operation and maintenance we all agree
22 is very, very expensive, and we can't keep
23 up with just maintaining what we do new.
24 But we're not going to give up that money
25 for unification and say, if you want to

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1 utilize that half penny, we won't get
2 anything put aside for something new.

3 So the CITT has been battling out,
4 and poor Commissioner Jordan, who's come
5 there, and poor County Manager, knows we
6 fight and we fight hard. And who are we
7 fighting for? We're fighting for you and
8 me, for our half penny, because that
9 belongs to us and we want it to be the
10 most effective that it can be for
11 Miami-Dade transportation.

12 So we're now working on an agreement.
13 We're saying you can't have all of our
14 money for unification. You can't utilize
15 our money wherever you want to. So we'll
16 give you a percentage. We realize that it
17 cost a lot to run this system, but you've
18 got to give us a percentage of that money
19 for something new. And if we can't do it
20 this year, then we'll do it next year.

21 And I know that we all thought that
22 the next thing coming was the north
23 corridor. And I certainly hope so or it's
24 going to get harder and harder for me to
25 come down here and fight for you.

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1 MR. BEATTY: Thank you.
 2 Commissioner Edmonson.
 3 COMMISSIONER EDMONSON: Thank you,
 4 Robert.
 5 I, for one, would like to commend
 6 Commissioner Moss for bringing this summit
 7 about. It was a fantastic idea. I
 8 thought so when you first mentioned it on
 9 the dais. And the two Mr. Beattys or
 10 Beattys, I would like to thank both of you
 11 for coming out and facilitating this
 12 today, because I know it's been somewhat
 13 difficult, it's long. And we're hearing
 14 fantastic ideas. And ideas that I'm
 15 hearing are from the people. So you
 16 deserve a big round of applause, and I
 17 think you deserve it from all of us.
 18 Now, with some of the ideas that I
 19 heard, I intend to look further into them,
 20 especially once we return back to the
 21 County Commission. One of them I'm now
 22 willing to look at the two cents gas tax.
 23 That's something I believe I voted
 24 against. Now I'm willing to look into it.
 25 I can't promise I'm voting for it, but I

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1 will look into it and I'll look much
 2 deeper into it.
 3 I also believe that there was some
 4 mismanagement. We sat here and we've
 5 heard that it was -- it's somehow
 6 unmanageable. There was some
 7 mismanagement, and I think we all realized
 8 there was some mismanagement. No one will
 9 be able to convince me there never was.
 10 I'm still trying to figure out how I
 11 can go to other cities in this particular
 12 country with lower budgets than Miami-Dade
 13 County and travel on some clean Metrorail
 14 type transportation, heavy rail, and
 15 therefore affording it and not having a
 16 problem. And especially I went to
 17 California, and I don't care where you
 18 want to get, you can get there by their
 19 Metrorail. The same as New York. So I'm
 20 still trying to figure that out.
 21 And I'm still trying to figure out
 22 why is it when we want to find money for
 23 something, we always manage to find it.
 24 When we don't want to find the dollars,
 25 then for some reason we cannot find the

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1 dollars.
 2 Some of the ideas that I heard today
 3 that I would like to go back and ask the
 4 Commission as well as the CITT to look
 5 into, is the rapid -- the full Bus Rapid
 6 Transit with specified lanes. I would
 7 like to look into that, because for some
 8 reason -- and we might as well face
 9 reality. There's only about four or five
 10 of us who's pushing hard trying to get
 11 that north corridor in. It takes seven.
 12 And I think it's time that we start being
 13 realistic, and start looking at the vote.
 14 And instead of us coming and saying what
 15 we want to these particular Commissioners,
 16 you need to come out now and start sharing
 17 it with the whole entire Commission. We
 18 need your support out there when we're in
 19 -- when we're sitting on that dais. And
 20 I've not seen it. So those of us who want
 21 the north corridor, you need to come out.
 22 Back your Commissioners. Back
 23 Commissioner Jordan. Back Commissioner
 24 Rolle. They're out there fighting for
 25 something, and I'm not seeing us come out

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1 and support them.
 2 What I'm talking -- when I talk about
 3 the rapid transit, it's cheaper. And we
 4 need to think about something that is
 5 cheaper, something that we can put in
 6 faster. That's something that I really
 7 would be looking into, especially when it
 8 comes down to the north corridor.
 9 Also, I will like to start looking
 10 into charging, and I know I've heard some
 11 people say no don't charge, some say
 12 charge, but if you want certain things,
 13 you got to be able to find the revenue.
 14 And in order to get the revenue, you got
 15 to start charging for something. And that
 16 means the Golden Pass, as well as the
 17 Patriot Passports. I'm going to be
 18 looking into that. And I will be talking
 19 to management in reference to some type of
 20 small charge to start going toward that.
 21 When we talk about the north corridor
 22 as well, and we say that we're 9.5 billion
 23 short for the orange rail, of course we're
 24 9.5 -- and I believe it. We're
 25 9.5 billion dollars short simply because

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1 we are trying -- we're applying for the
 2 whole entire orange rail at the same time.
 3 When Commissioner Jordan just stated, it
 4 was the north corridor first, and then we
 5 got the east/west added on. If we take it
 6 by phases, such as Commissioner Moss
 7 recommended, and instead of sending up for
 8 the whole entire orange rail and send for
 9 what we, as a community, started out with,
 10 the north corridor, and just apply for
 11 that particular portion first. Let's see
 12 how that comes out and then go to another
 13 phase. We have to take it step by step.
 14 And what we're trying to do now is take
 15 the whole, big entire apple at one time
 16 instead of cutting it into pieces and
 17 trying to, I guess, eat one piece at a
 18 time. We're trying to eat that whole
 19 apple at the same time.

20 I also would like to look into other
 21 options, other alternatives that is used
 22 around the world. Not just this country,
 23 but around the world. These are things I
 24 heard you, the citizens, asking us to do.
 25 I'm a strong believer that my ideas come

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1 from the citizens. This is something that
 2 I'm going to be looking into. I will be
 3 asking management to bring back a report
 4 to us on what these other options are,
 5 what these other alternatives are that are
 6 being used throughout the world and not
 7 just the United States. And as well as
 8 the all-day bus pass.

9 I know we cannot come up with, and no
 10 one is going to like whatever solution
 11 this Commission comes up with, but we need
 12 to start compromising. We need to start
 13 seeing what we can afford and what we
 14 can't afford. And what we can afford,
 15 let's start putting that into effect right
 16 now. Let's start planning and preparing
 17 for it, but we do need to go back to that
 18 drawing table and start all over again.
 19 And when I say start all over again, I
 20 don't mean cut out the north corridor. I
 21 mean, maybe start with the north corridor,
 22 because that was the first initiative that
 23 came about.

24 Again, I would like to thank
 25 everybody for coming out. I have a lot of

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1 others here, but I don't want the second
 2 Mr. Beatty to come out and tell me that
 3 I've spoken too long. So I'll end it,
 4 because it has been a long day and I'll
 5 allow you to call the next person.

6 MR. BEATTY: Thank you.

7 Next we'll have Commissioner Diaz,
 8 Mr. Alonso and then Mr. Clarke.

9 COMMISSIONER DIAZ: Thank you,
 10 Robert. And, first of all, let me
 11 apologize for being a little late today.
 12 I had a naming of a street in my district.

13 But I did hear several people speak,
 14 and I hear the frustration in the voice of
 15 so many and I hear it ever day when I
 16 speak to the people on the streets. And I
 17 understand that level.

18 I also understand the level of the
 19 economy that we're in right now, people
 20 losing jobs, situation is just getting
 21 worse and this is a problem that doesn't
 22 have a clear solution. I understand that.
 23 And I respect that.

24 But I also have to respect the
 25 process in a whole. I respect the Mayor

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1 when the Mayor just said that he's going
 2 to look at the glass as half full, and
 3 it's going to be a solution done by the
 4 fourth year, the end of his term. I
 5 respect that he will have this done. And
 6 we have to have belief, and we have to
 7 work together. This is not a community of
 8 a couple. This is a community of a whole,
 9 of many of us together.

10 The solution is not to continue to
 11 tax the people. The solution is to work
 12 with the different aspects of what's out
 13 there. If it didn't work this time at
 14 what we tried with, well, guess what, the
 15 wheel's been invented already. Let's suit
 16 it to our needs. There's places out there
 17 that have rapid transit that are doing it
 18 for a lot less that have been able to do
 19 it. Let's look at what they've done and
 20 let's try to apply it here. It might fit.
 21 It might not. But we've got to think
 22 outside the box. We cannot continue to
 23 think in paradox, in only certain parts.
 24 And I'm sorry, maybe I'm not going with
 25 the flow, but I think we have to think as

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1 a whole.
 2 And I concur with my colleagues,
 3 promises are meant to be kept when they're
 4 given to the people, all right? And if
 5 the north corridor was given as a promise,
 6 well, we got to keep that promise, okay?
 7 But we got to keep the promise to
 8 everybody in Dade County that is also
 9 paying taxes, okay? Because everybody is
 10 paying their due share. And that's
 11 important.

12 I don't believe that we need to take
 13 away from the elderly that are having
 14 enough hardship and trying to survive in
 15 this economy by taking away the Golden
 16 Passport, and I don't believe it's good to
 17 take it away from our veterans either that
 18 have served this country. So that's my
 19 belief. But I'll be very straightforward,
 20 and I'm sorry, maybe I am, but I'll be.
 21 And further, a solution to this is a very
 22 difficult one.

23 I've been able to see other systems
 24 in other places. There's a system in
 25 Houston that's being developed. Our

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1 transit people is already studying it.
 2 Our transit people are studying the one in
 3 San Francisco. Our transit people are
 4 looking at the ones abroad. There's a
 5 system in Australia, one of the gentlemen
 6 in the audience brought it to me. There's
 7 a bus system that works on high level
 8 rails that's extremely efficient. It
 9 works. And guess what, it's really
 10 inexpensive.

11 We are a community that didn't look
 12 at transportation as a whole at the
 13 beginning. We built it. And, you know,
 14 we built it and say they will come. Well,
 15 people need to travel and having your car
 16 all the time is not the case. And we've
 17 learned that and we learned it the hard
 18 way.

19 But now we have to look at
 20 priorities. We need to make sure that we
 21 keep our promises, not only to the north
 22 corridor, but to all the County. And I
 23 have faith. And that's one good thing,
 24 because faith is important, but this is
 25 only going to work if we work all

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1 together.
 2 And, by the way, I want to thank
 3 Commissioner Moss, because this is very
 4 important when we hear from the people
 5 that put us in this office. And I
 6 congratulate you for doing this, the Mayor
 7 and the administration. Because you put
 8 us in this office, but you could always
 9 take us out of this office. We're
 10 accountable to you. And that's what's
 11 important about this. And we'll resolve
 12 this. One way or another, we'll get it
 13 done.

14 MR. BEATTY: Thank you.
 15 Mr. Alonso.
 16 MR. ALONSO: Thank you. Thank you,
 17 Mr. Beatty, you're doing a great job.
 18 MR. BEATTY: Thank you.
 19 MR. ALONSO: Thank you.

20 I really want to thank the
 21 Commission, Mr. Mayor, for making it
 22 possible for the Greater Miami Chamber to
 23 be here today and to represent the
 24 business community. I think many of you
 25 know that the business community has been

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1 a long time supporter of the public
 2 transportation system of Metrorail for
 3 South Florida. And we understand the
 4 value very clearly of an effective and
 5 efficient public transportation system,
 6 and it's not just Metrorail or Metromover
 7 or Metrobus. It's also really the system
 8 that supports the business community doing
 9 business in South Florida. We're very,
 10 very aware that for many of the businesses
 11 in South Florida, being able to get the
 12 folks that work in the businesses to work
 13 everyday is very important. And so we're
 14 focused on connecting our decisions on the
 15 public transportation system, on
 16 transportation decisions to workforce
 17 housing, to workforce, to dealing with
 18 these issues in a really -- in a unified
 19 way. And so we really look at efficiency,
 20 and having the best managed system is
 21 really essential for maintaining the
 22 competitive nature of our business
 23 community in South Florida.

24 One of the areas where we feel that
 25 there's a lot of room for improvement

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1 obviously is in the regional system. One
 2 of the areas that we don't have a strong
 3 focus or strong support at this time is
 4 the inner connection between Miami-Dade
 5 County, Broward County and Palm Beach
 6 County. We heard from some folks here
 7 today, and I can tell you that, and you
 8 see it everyday if you're out on the
 9 roads, there's a lot of folks who live
 10 here and work elsewhere or live elsewhere
 11 and work in South Florida, in Miami-Dade
 12 County. And so for us this is very, very
 13 important.

14 We also believe very strongly that
 15 South Florida, and Miami-Dade County, we
 16 must have a very strong vision, and strong
 17 leadership with regards to our public
 18 transportation system. We understand very
 19 clearly that the discussion today is
 20 really about the degree to which the
 21 leadership of Miami-Dade County is willing
 22 to invest in public transportation, in our
 23 public transportation system, in our
 24 public -- in our roadways, in many of the
 25 other parts of that that really not only

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1 support your ability to get to work and
 2 your ability to do your business, but also
 3 our ability to remain a viable community.

4 And so for us the commitments that
 5 have been made and the support that we
 6 provided for the -- what we call here the
 7 orange line system, really the People's
 8 Transportation Plan, are critical to the
 9 future in this area. And we've looked at
 10 the numbers. And I can tell you that, at
 11 least from the information that I've seen
 12 that have been shared with some of the
 13 Commissioners, we feel that this system is
 14 buildable. We think that the -- that this
 15 program is doable. And for that, I'll
 16 take you back a few years.

17 Let's go back to 2002, and let's
 18 assume that the half cent sales tax did
 19 not pass. We would be sitting here
 20 today -- and if we used the same rigorous,
 21 or if you want to call conservative way of
 22 measuring our needs as has been imposed on
 23 us by the FTA, we would be looking at a
 24 transit system that wouldn't require --
 25 that didn't have the orange line as a

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1 plan, yet would have a deficit, if not the
 2 same, larger than the one we're facing now
 3 with the build-out of the orange line
 4 project. And so that fact tells us, as a
 5 business community, that we've got issues,
 6 structural issues, in our current system
 7 that maybe only covered over by the
 8 People's Transportation Plan. And so
 9 we're very focused on making sure that we
 10 have transparency, that the information
 11 that we get is as clear as possible. For
 12 us, the unification is a non-starter.
 13 Well, we feel strongly that that half
 14 penny sales tax has to be accountable, and
 15 has to be clearly seen how it's applied.
 16 And we believe that the benefits that have
 17 been shown from unification, certainly
 18 less than 1/2 of one percent do not
 19 justify unification.

20 So for us, when we look at the
 21 numbers so far and we've seen, and we try
 22 to provide an analysis what many in
 23 business do, the do nothing alternative
 24 and then start to look at all the other
 25 alternatives, when we go back to the base,

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1 as we would call it, we see a system
 2 that's basically in as deep a hole in
 3 terms of a gap in funding as the system
 4 that we're discussing, which includes the
 5 build-out of the orange line. That's very
 6 significant as a starting point we think
 7 for the discussion. And whether you go
 8 Bus Rapid Transit or whether you go BRT
 9 light, you really have to have a good
 10 sense of what is the system doing today,
 11 how can we manage it better and to what
 12 degree do we have to support that through
 13 the general revenue stream. And has been
 14 said before, these systems are not
 15 self-supporting in terms of fare revenue.
 16 The Commission has already made some
 17 decisions that go a long ways towards
 18 helping in that area with some of the fare
 19 increases that have been approved, and
 20 there are other opportunities to increase
 21 fare revenue.

22 The last thing that I will say, and
 23 Commissioner Edmonson just mentioned that,
 24 there are other options on the table that
 25 are not being discussed that we feel need

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1 to be discussed, and that includes
2 bringing the private sector to help build
3 this system. There are many, many
4 opportunities out there and many different
5 flavors, if you want to call it, of
6 private equity, private capital and
7 private operators building and operating a
8 system like this that in these times have
9 to be looked at. They're real. They're
10 opportunities that can make a big
11 difference and it can make a system like
12 this reality.

13 The other thing I will say is that we
14 cannot build our way out of this. I'm
15 sorry Javier was not able to join us today
16 from MDX, but any transportation
17 professional in South Florida will tell
18 you that he we cannot build our way out of
19 the congestion that we have. We cannot
20 add more lane miles of road, as they're
21 called. So we can't build our way out of
22 this by building more roads. We really
23 have to look at alternatives that get
24 people out of their cars, that get them
25 into systems that work to move people and

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1 reduce congestion to the greatest degree
2 possible. Thank you very much.

3 MR. BEATTY: Thank you. Thank you.
4 Mr. Clarke.

5 MR. CLARKE: Yes, sir. Thank you.
6 Commissioner, I also want to thank
7 you for conceiving the idea. Mayor, I
8 want to thank you for seeing it through.
9 And someone said to me earlier today, that
10 you wouldn't stay, and I told them they
11 didn't know you. Thanks for staying and
12 holding that up for me.

13 Folks, we heard the frustration this
14 morning of our community. And what you
15 all collectively heard is just a synopsis
16 of what our bus operator goes through
17 everyday. Because believe it or not,
18 somewhere along the line, Mr. Manager, I
19 don't know how you can do it, but people
20 need to understand that the bus operator
21 is not the County Manager, he's not the
22 Mayor and he doesn't have all 13 votes on
23 the Commission. Because everything that's
24 wrong with Dade County government, that
25 bus operator has to address in the 20

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1 seconds he's allotted to collect the fare,
2 check the pass and watch traffic before
3 pulling away from that bus stop. And let
4 me tell you, bus operators, I know most of
5 you left, but there's a few here, I want
6 to publicly thank you for what you're
7 doing and we can't say enough. Give
8 yourself a round of applause.

9 That said, that said, let's be
10 reasonable and sensible. We've heard the
11 word mismanaged. We've heard all the
12 verbiage thrown around about what's wrong
13 with Miami-Dade County, Miami-Dade
14 Transit. Folks, some of the things that's
15 right with the transit system is the fact
16 that it's moving some 300,000 people per
17 day. Yes, we haven't got -- we haven't
18 got the dedicated source of funding that
19 is adequate. What we have is just a half
20 a cent. When I do believe, realistically,
21 if we had three cents, perhaps we couldn't
22 even accomplish all the things we promised
23 if we had three cents. But here we are,
24 and we need to develop more partnerships.

25 The elderly, the handicap, the
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1 students, the veterans, yes, they need a
2 break in their transit fares and rides and
3 what have you, but let's look at some of
4 the people who are actually making and has
5 an ability to pay to assist us in
6 providing that world class city
7 transportation we need.

8 Let's look at the seaport. You know,
9 there's no poor millionaires operating in
10 the seaport. People with fishing boats.
11 I supposed South Florida have more boats
12 than any other per capita in the country,
13 but none of us use the seaport. The
14 people who are using the seaport are
15 multi, multi, trillionaires, okay, folks.
16 Mr. Manager, Mr. Mayor, please look at
17 that community, because they use our road
18 to access the Port of Miami. And when we
19 heard the people talking, discuss this
20 morning about the tunnel, yeah, I didn't
21 see the component that will relate to
22 local transportation dollars from that
23 tunnel. I don't know how that's going to
24 work, but we need to look at that.

25 Let's look at our airport. Our
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1 airport is sitting over there, and it's
 2 one of the so-called economic engines of
 3 this community. And for the life of me, I
 4 don't know why we're not married to it.
 5 You know, back in the middle ages, people
 6 used to have marriages of convenience. In
 7 other words, you didn't just marry the
 8 girl next door because you love her. You
 9 married her so you can stay at peace, or
 10 at least have something to put in your
 11 pocket. We need to look for marriages of
 12 convenience and transportation need to
 13 look at the airport and see what it is
 14 they are doing there. They're doing
 15 something right there. And I know we got
 16 that large investment in the north
 17 corridor -- in the north terminal and what
 18 have you. I came through there on
 19 Tuesday. And I'm most impressed with
 20 what's going on with our airport. It's a
 21 world class airport. It's got toilet that
 22 flushes automatically. It's got people
 23 waiting on you. Airlines want to come to
 24 Miami-Dade County because of its airport.
 25 Its location and proximity to south, north

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1 and Central America. Let us develop a
 2 partnership that will help pay our local
 3 taxes.
 4 And, you know, I understand Homeland
 5 Security and the FTA and how they want to
 6 keep the dollars in the airport in the
 7 airport. I don't blame them, because 10
 8 ago no one knew that you'd have to pay \$25
 9 for your baggage. You just used to check
 10 it and complain when it didn't arrive.
 11 Now you're paying upwards of \$25 and
 12 there's nobody to complain to, so you just
 13 hope your luggage that you paid for arrive
 14 at your destination. Folks, we got to
 15 come up with innovation to let the airport
 16 help us go about our daily business.
 17 And then another group of poor
 18 multi-millionaires in our community is the
 19 sports franchise: The Miami Heat, the
 20 poor Dolphins and the poor Marlins. These
 21 are all poor folks. But let me tell you,
 22 we need to talk to those people, because
 23 -- and I hope -- I just hope the PBA
 24 president is not in here, but tell him
 25 anyway. When I drive home and I see four

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1 or 500 police officers and five service
 2 outside Joe Robbie Stadium, I still call
 3 it Joe Robbie Stadium, and they're there
 4 to service the game, and us, in transit,
 5 has been banned from serving, the little
 6 piece we used to get. We used to be able
 7 to take the patrons to the stadium. Now
 8 we can't do that anymore because of some
 9 terrible regulation. We need to go back
 10 and talk with these sports agents and get
 11 these folks. When you sign a
 12 multi-million dollar contract to play for
 13 any of these franchise, tell them that
 14 20% of that is coming to Miami-Dade
 15 Transit so your fans can come and watch
 16 you. It's the only way to do business.
 17 And, by the way, Mr. Manager, I'm having a
 18 hard time negotiating my contract with you
 19 now, but I can talk to those sports
 20 franchise for you, okay?

21 Folks -- and I hear what Commissioner
 22 Gimenez says about the cost of operating a
 23 bus in this community to nine dollars and
 24 change in comparison with the Learjet.
 25 You know, that's true. That's true. But

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1 Ronald Reagan also promised us a Cadillac
 2 for everybody who ride the Metrorail
 3 25 years ago, and that idea didn't go down
 4 too well, especially now.
 5 Folks, let's be realistic. We, in
 6 Transit, we can't work for free. And if
 7 you don't believe me, look at what
 8 happened in Detroit. Detroit, the motor
 9 capital of the country, the world, those
 10 people who work in those plants, in those
 11 auto plants, used to by two, three cars
 12 every two years. Somebody figured they'd
 13 lay them off, stop building cars there and
 14 hope they'll continue to buy cars. Well,
 15 it's not happening. And that's the same
 16 thing that goes on around here. The
 17 three, 4,000 people that work in
 18 Miami-Dade Transit, we do so. We got to
 19 go to Publix. We got to go to Winn-Dixie.
 20 And right now we're having a hard time
 21 going there, because we can't afford the
 22 gas to drive down there. Yes, we have a
 23 free pass, but you can't buy ice cream,
 24 you can't buy meat, but when you get on
 25 the bus, it's going to take forever to get

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1 home.
 2 So, please, when you go about your
 3 business, when you talk again, with your
 4 elected officials, and I mean from the
 5 federal level on down, tell them
 6 Miami-Dade Transit, transit as a whole,
 7 infrastructure, economic development,
 8 whatever you want to call it, is needed.
 9 And Miami-Dade County, as a world class
 10 city, should not be at the back of the
 11 cue. Thank you for your time.
 12 MR. BEATTY: Thank you, Mr. Clarke.
 13 We are rapidly approaching the end of our
 14 program. And so I'd like to wind things
 15 up with a summary being provided by each
 16 member of the panel. Everyone will have
 17 -- everyone who would like to have
 18 conclusory comments will be given one
 19 minute, one minute to speak and then our
 20 Mayor will wind up with the final
 21 comments. Let's start with Commissioner
 22 Sorenson, please, one minute please.
 23 COMMISSIONER SORENSON: Okay. Thank
 24 you. Thank you, Mr. Beatty.
 25 I think we've had a very good

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1 discussion today and I think we're
 2 starting to figure out what it is we can
 3 and can't afford, how we need to go
 4 forward.
 5 I think two of the things that really
 6 came to mind as we were talking about the
 7 north corridor is the FEC corridor and I
 8 think there is potential there to use the
 9 rail lines that are already exist and to
 10 create a line that could be used
 11 relatively -- not so costly. So that is
 12 one thing.
 13 And the other issue is regional
 14 transportation. I think we have to fully
 15 support our regional transit system so
 16 that we have transportation between
 17 Miami-Dade, Broward and Palm Beach, among
 18 those three counties. And we have to go
 19 back to Tallahassee, ask for funds to help
 20 supplement that. Two things that have
 21 been tried, the license tag fee and also
 22 the car rental tax. And we have to go
 23 back and try and see if we can't make that
 24 happen, because that would address some of
 25 the north issues as well.

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1 So I've made a lot of other comments,
 2 but I just wanted to make sure that those
 3 two issues got raised, because I think
 4 that would go somewhat to addressing some
 5 of the north issues. Thank you.
 6 MR. BEATTY: Thank you.
 7 Commissioner Gimenez.
 8 COMMISSIONER GIMENEZ: Thank you.
 9 My final comments are that we need to
 10 cooperate with entities such as FDOT and
 11 THE MDX. And Those entities, they have
 12 some revenue coming in through tolls. And
 13 if we can start cooperating with them, and
 14 they can build some of the right-a-ways
 15 that we need for our transit system, it go
 16 a long way to spreading our dollars, the
 17 thin dollars that we have to make them go
 18 a little bit longer.
 19 Mr. Clarke, when I talked about the
 20 O&M for Learjet, in there there were crew
 21 salaries of a captain for \$100,000 and a
 22 co-pilot for 72,000. I know your people
 23 don't make that. But -- I know they don't
 24 make that, okay? So it's not about your
 25 salaries and all that. I think that there

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1 are other things we need to look at as to
 2 why it is that it's so expensive to run a
 3 bus in Miami-Dade County. And I'm not
 4 pointing the fingers at you. I just think
 5 we need to get better efficiencies or
 6 something that we're not doing that we
 7 could be doing better. And then once we
 8 stretch those dollars out, then we can
 9 start looking at using those dollars for
 10 other projects in Miami-Dade County.
 11 MR. BEATTY: Thank you.
 12 Commissioner Jordan.
 13 VICE CHAIRWOMAN JORDAN: Thank you.
 14 And, again, compliments to you, Mr.
 15 Moderator, for a wonderful job.
 16 MR. BEATTY: Thank you.
 17 VICE CHAIRWOMAN JORDAN: Actually I
 18 wanted to finish my comments by
 19 emphasizing the fact that for years we
 20 neglected transit as a commission, as a
 21 community. We placed transit in the
 22 situation it is in today, by not doing the
 23 right thing by transit. Not only did we
 24 do that, but we reversed the two cent
 25 local option gas tax that they did have

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1 coming in. On top of that, 75% of the
2 riders ride free or at reduced cost. I
3 think one of the things that we have to
4 take a look at, yes, seniors who qualify
5 income-wise should ride free, who qualify
6 as they would for Homestead exemption.
7 But every senior who's over the age
8 doesn't necessarily qualify as a low
9 income person to ride free. So, you know,
10 I agree that we do need to take a look at
11 those kinds of things.

12 And I do feel that we can keep our
13 promise in terms of the north corridor,
14 and have Bus Rapid Transit to respond to
15 the needs immediately, but let's build in
16 phases and get the whole system in line
17 with where it needs to be. We can do it,
18 especially if we get the dollars from the
19 Federal Government that we have applied
20 for and if we modify our plan to be much
21 more realistic to build in phases. And
22 not one -- let one phase of the plan bring
23 another phase down. Thank you.

24 MR. BEATTY: Thank you.

25 Mr. Kapoor. Thank you.

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1 MR. KAPOOR: Thank you, Mr.
2 Moderator, Mr. Mayor, Commissioners, Board
3 of County Commissioners, and County
4 Manager.

5 I think it's been a long discussion
6 today, and I think got to this point here
7 as transparency. I think that was talked
8 about earlier. That's what we have done
9 here. They've come out very honestly that
10 this is what it takes to run a system, and
11 this is what it will take to fix a system.
12 And looking from operational experience --
13 I'm not questioning anything, but when we
14 run a system, it has to run efficiently.
15 Yes, we do run an efficient system right
16 now. We are working in our cutting the
17 routes, much better planning, official
18 research, reduction of overtime, doing
19 construction-based maintenance,
20 reliability-based maintenance. Those
21 things are already in place for the
22 Department to move forward using simple
23 techniques to see the process, how it
24 works, plans to see how we move forward.
25 We are actually doing that, and I think

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1 we're looking at overall. We do compare
2 with other agencies quite well as we go
3 on.

4 But now the issue is how we run a
5 good system, which is integrated,
6 accessible and also safe and secure. As
7 you move on, there are issues of revenues.
8 How much money would be required to keep
9 the same system running? It's always a
10 good saying, your preventative maintenance
11 always cost you less than breakdown
12 maintenance. So we are trying to do that
13 other way.

14 I choose revenue our local gas taxes.
15 We're looking at safety. In 2009
16 September will be passed when the
17 president is going to pass a bill about
18 how the funding will be there. So should
19 we wait for that moment to come, when the
20 80% funding should come?

21 So we, as Department Director, we're
22 saying that we make sure the policy
23 decisions are implemented, and we will
24 make sure that things are done
25 efficiently, honestly, as we move on to

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1 make the system a great system. Issues
2 will be there, but as we come along, and
3 we come to issues like BRT, combination,
4 hybrid, technologies, fuels, everything
5 should be looking into future as we move
6 on. Thank you.

7 MR. BEATTY: Thank you. Thank you.
8 Ms. Zilbert.

9 MS. ZILBER: Please know that the
10 CITT will continue to watch very closely
11 how your half penny is spent. And, yes,
12 we have all heard that we can do heavy
13 rail, but we could do light rail. We have
14 been shown a lot of different systems.
15 Both the Commissioners, Miami-Dade Transit
16 and the CITT have seen some wonderful,
17 wonderful systems out there that could
18 help all of us. And we on the CITT will
19 not give up our money. We will give some
20 for operation and maintenance, but we will
21 keep some for something new. And that's
22 very important to us for you.

23 MR. BEATTY: Thank you.

24 Mr. Johnson.

25 MR. JOHNSON: Thank you, Robert and

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1 your other Robert as well.
 2 Commissioner Moss, I want to thank
 3 you for bringing us all together here
 4 today. This has been a unique investment
 5 of all of our time. And I think there's
 6 not a person in this room who has not
 7 learned something today.

8 I've learned a lot from all of you in
 9 terms of what you shared at the open mike
 10 session today. We learned a lot from our
 11 County Manager, and from our Mayor and
 12 from our Commissioners about the realities
 13 that we are being faced with here.

14 The half cent was oversold. It can't
 15 solve our problems. We have many
 16 challenges. The size, the growth of this
 17 community is enormous. The burden upon
 18 the County to deliver to each one of us as
 19 citizens is incredible, and it's a job
 20 that's only getting larger. The resources
 21 that we have to do that job are
 22 challenged, and will continue to be
 23 challenged. Right now, as we all know, in
 24 America, and around the world, a new day
 25 has broken and we're all experiencing a

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1 whole new way of life, and we will
 2 continue to do that as our finances our
 3 challenged, will continue to be challenges
 4 like never before, at least never in our
 5 lifetimes.

6 So we have to work together. We have
 7 to pull together. We have to keep in
 8 touch and we have to keep educating
 9 ourselves and working. Holding each other
 10 accountable for making sure that we can
 11 deliver what's needed to our people in
 12 Miami-Dade County and across South
 13 Florida.

14 MR. BEATTY: Thank you.

15 MR. JOHNSON: I want to close by
 16 saying, and calling on that great
 17 philosopher, Mick Jagger, who said, "You
 18 can't always get what you want, but if you
 19 try sometimes, you get what you need."
 20 And we hope we do. Thank you.

21 MR. BEATTY: Thank you, Mr. Johnson.
 22 Commissioner Edmonson.

23 COMMISSIONER EDMONSON: Again, and in
 24 closing, I would just like to again thank
 25 everybody for coming out. And there's --

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1 this was a long, but it was a productive
 2 discussion today. I think we all got some
 3 fantastic ideas from the audience as well
 4 as each other. We'll be looking into
 5 some, I guess, initiatives that may be
 6 unpopular, but I think in the long run
 7 that this Commission will come out with
 8 what we believe is truly best for the
 9 County. You're not going to get
 10 everything you want, but we're going to
 11 try to get as much as we possibly can.

12 MR. BEATTY: Thank you.

13 Mr. Alonso.

14 MR. ALONSO: Mr. Beatty, thank you
 15 very much. You've done a great job. I
 16 know it's been difficult. The Commission,
 17 Mr. Mayor, thank you very much.

18 My closing is really a call for us to
 19 commit. I think that orange line or not,
 20 the investments that we have to make in
 21 public transportation in South Florida are
 22 significant. Like I stated before, and I
 23 won't overdo that fact, I think that if we
 24 looked towards the future -- and I've
 25 always been a glass is half full kind of

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1 person. We look at the key federal agency
 2 that provides funding as really trying to
 3 revamp the way it's doing business today.
 4 It's only bound to change more with the
 5 new administration.

6 We have opportunities like the new
 7 reauthorization, like Mr. Kapoor
 8 mentioned, the new reauthorization of
 9 transportation at the federal level. We
 10 have a commitment from the new
 11 administration for infrastructure and
 12 transportation. We have great
 13 opportunities, I think, to maybe go beyond
 14 and exceed what we think is possible in
 15 terms of their assistance. And I think we
 16 also have to look at making the commitment
 17 that we want to build a transit system,
 18 whatever that turns out to be after today.
 19 We have to make a commitment to build that
 20 transit system and making it work. And
 21 that's the kind of commitment that will
 22 take us to the top of that list and ensure
 23 that we get the funding that we would like
 24 to get from the Federal Government. And I
 25 think that we need to work very strongly

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1 towards making a firm commitment, to
2 making transit or public transportation
3 work in this community. And that's the
4 leadership that we need. Thank you very
5 much.

6 MR. BEATTY: Thank you.

7 Mr. Clarke.

8 MR. CLARKE: Thank you very much, Mr.
9 Beatty. Again, thank you, Mr. Mayor.
10 Thank you, Commissioner Moss. All our
11 Commissioners, thank you very much.

12 And on behalf of the workers,
13 Transport Workers Union, Local 291, I
14 think it's only fair that we ask for
15 something. Every time, Mr. Manager, that
16 we interact, you know I always ask for
17 something. Can I ask? Can we do this
18 again a year from now, please? Because
19 this is the best way for the government to
20 be local, to get with the people who use
21 our system and to interact away from
22 county hall. This is a great atmosphere.
23 And we heard some truths today that we
24 never would have heard in the Stephen P.
25 Clark Center. So please see if we can

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1 fund, put something away and do this again
2 a year from now. Thank you. Thank you.

3 MR. BEATTY: Thank you, Mr. Clarke.
4 Mr. Blackman.

5 MR. BLACKMAN: Hello, I'd like to
6 first thank our moderator, Mayor Alvarez,
7 the Commission, Manager Burgess and I
8 would also like to thank Commissioner Moss
9 for his leadership in having this forum.
10 We do appreciate that labor was given a
11 seat at the table. We do appreciate you
12 including us.

13 I represent the professionals and
14 supervisors of transit, and the other 50
15 some odd departments in Miami-Dade County
16 government.

17 And we heard from the public today.
18 The need is great. I mean, we do have a
19 lot of things that need to be done. We
20 have a lot of things in transit that need
21 to go forward as far as getting the money
22 that's needed to fund transit. I believe
23 that Harpal Kapoor is doing a good job. I
24 think his staff is doing a good job. I
25 think that they have -- it's been very

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1 hard. It's been a hard few months. There
2 were some huge deficits in transit that
3 we've had to overcome. Not this past
4 Friday, but Friday was a week ago, I got
5 to hear from the Director in a forum that
6 he had as far as what he thought his
7 vision was for this Department, and he
8 really has got us on the right track. I
9 think he's done a wonderful job, and I
10 applaud him and hope he continues to do
11 such a good job.

12 I understand that we need to stay
13 within our means. I know that, you know,
14 that the needs of the public are great and
15 that we need to find a way to finance
16 that. Thank you.

17 MR. BEATTY: Thank you so much.
18 Manager.

19 COUNTY MANAGER BURGESS: Thank you,
20 Bob.

21 MR. BEATTY: Thank you.

22 COUNTY MANAGER BURGESS: Repeating
23 whatever one else has done, you've done a
24 heck of a good job. And you didn't
25 mispronounce my name, so --

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1 MR. BEATTY: I know. Yours is easy.

2 COUNTY MANAGER BURGESS: Yeah, mine
3 is easy.

4 MR. BEATTY: Manager.

5 COUNTY MANAGER BURGESS: One thing
6 that's I think is pretty evident,
7 hopefully to everybody, is there are no
8 easy answers. There was a wide array of
9 ideas and suggestions from the audience,
10 and there were incredibly different point
11 of views from everybody around this dais,
12 this table. So obviously it's not an easy
13 issue. There are no easy solutions. But
14 I think what really has to happen is, we
15 have to keep up the dialogue. There has
16 to be conversation. I would suggest not
17 waiting a year to frankly get back
18 together, you know.

19 And we do have to be open to ideas,
20 and ideas are revenue sources and
21 obviously we need to be as efficient as we
22 can be. And leveraging is always a good
23 idea, and working with our partners,
24 whether it's MDX or otherwise. Clearly we
25 need to do all these different things.

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1 And, Barry, I couldn't agree with you
2 more, I mean, Mick Jagger is an incredibly
3 wise man, but I will tell you that if he
4 -- if rather than flying his Learjet, he
5 took the bus, I suspect it would be a lot
6 less expensive for him.

7 Kidding aside, I do want to remind
8 everybody, in fairness to Harpal and to
9 Wessell, when we run our bus service and
10 we run these numbers and we share these
11 costs, these include all of these people
12 that answer the phone, that take the calls
13 on what the bus routes are going to be,
14 what the schedule is. It includes all of
15 the individuals that are planning, all of
16 our route planners, all of our schedulers,
17 all of the support costs, all of the
18 maintaining of the bus stops. There's an
19 array of different things. It's a very
20 valid point. We have to measure ourselves
21 and make sure we are efficient. And I
22 think that's a healthy suggestion. But in
23 fairness, if I were Mick, and I needed to
24 save a buck, I'd take the bus.

25 MR. BEATTY: And on that note, we'll
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1 move on. Thanks so much to the man who's
2 leadership allowed this meeting to occur,
3 let's give a round of applause to
4 Commissioner Moss.

5 Yes, sir.

6 COMMISSIONER MOSS: Thank you so much
7 Robert, to both Roberts.

8 Today was a wonderful opportunity in
9 this community to get together to discuss
10 some very difficult issues, issues that,
11 quite frankly, we have been stymie about.
12 And so I'm hoping as we leave here today,
13 we can continue to work together and to
14 come up with some solutions that are
15 workable, that are financially feasible,
16 and that we move forward on some of the
17 promises that we can keep in this
18 community.

19 I think we have to keep our eyes on
20 the fact that, Number 1, we have to take
21 care of the system that we have. We've
22 got to do that. And then we've got to
23 have a finance -- financially feasible way
24 of expanding upon our current system so
25 that we do make good on some of the

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1 promises that we made to this community.

2 I believe in having this ongoing
3 dialogue, that we should get a group like
4 this together and talk through some of
5 these issues very soon. But at the end of
6 the day, we're going to have to make some
7 tough decisions in this community. And I
8 believe, though, by working together that
9 we can move this particular county
10 forward.

11 So with, we thank all of you, once
12 again, for coming out today. I didn't
13 know what kind of turnout we're going to
14 have, but I got to tell you, I was really
15 impressed with the citizens who came out
16 today and it shows the kind of concern and
17 interest. Let's give ourselves a big
18 round of applause. And I simply hope that
19 we continue to have this kind of interest
20 going forward as we move our particular
21 community forward. Thank you very much.

22 MR. BEATTY: Thank you.

23 And for final comments, Mr. Mayor.

24 MAYOR ALVAREZ: Thank you very much,
25 Bob. And, Commissioner Moss, you're to be

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1 commended truly for coming up with the
2 idea. And, quite frankly, it has -- it
3 has been a success. I think we heard a
4 lot of different ideas. But, more
5 importantly, publicly, we all discussed
6 the fact that the PTP was overpromised.
7 And all of us here, from all segments,
8 agreed that that is the case, that it was
9 overpromised. Now we're facing a
10 challenge. We're not going to give up,
11 you know. We've faced challenges before,
12 much bigger than this. Much bigger than
13 this one. And we will overcome this
14 challenge also. But at least we're
15 talking about it publicly, and we are
16 agreeing that the eight legs that
17 Commissioner Gimenez talked about that
18 were promised, we can't do. And we're
19 talking about it publicly, in front of a
20 large group of people. We're at a very
21 important point. We need some policy
22 direction. And we will overcome this
23 challenge.

24 I would be remiss if I didn't thank
25 Director Kapoor and all the men and women

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1 that work in Transit day in and day out
2 for doing an excellent -- for doing an
3 excellent job. And like Wessell said, you
4 know, sometimes the bus operators become
5 the County Manager, the Assistant County
6 Manager, the Commissioner and the Mayor,
7 because they bear the brunt of everything
8 that's going on with county government.

9 So, truly, the fact that they're
10 doing a very difficult job, and they do it
11 to the best of their abilities, I want to
12 commend them publicly.

13 So, again, I think, Commissioner
14 Moss, getting back to what we were talking
15 about, this has been a success, because we
16 are talking about a very real issue that
17 we really hadn't talked about before. Now
18 that it's out in the open, we can embrace
19 it, we can deal with it and we can move
20 forward. So, again, thank you.

21 MR. BEATTY: And with that, Ladies
22 and Gentlemen, I thank you all
23 tremendously for being here and staying
24 with us. And on behalf of my colleague,
25 Robert Beatty and myself, I bid you good

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1 day.

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Exhibits

Exhibits include:

- 1. Letter from St. Vincent de Paul Gardens requesting public transportation**
- 2. Letter from Carmen Mojica regarding fare increase and various transit issues**
- 3. Memo from UP-PAC regarding the North Corridor Metrorail Extension**
- 4. Letter and petitions from Robert Morgan Educational Center regarding Route 52**
- 5. Coastal Communities Transit Plan (overview only)**



ST. VINCENT DE PAUL GARDENS

Catholic Housing Management
St. Vincent De Paul Gardens
10160 NW 19th Ave.
Miami FL. 33147

10160 N.W. 19th Avenue
Miami, Florida 33147
Tel: (305) 693-1590
Fax: (305) 693-1592

November 15th, 2008

To: Mr. Harpal S. Kapoor
Department of Transit
Miami Dade County

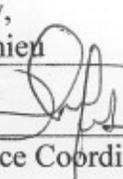
Dear Director:

On behalf of all the residents of this senior citizen facility, St. Vincent De Paul Gardens, and myself as a social service coordinator we are addressing you in order to see if a resolution can be found regarding our vicinity (area). There isn't any public transportation servicing our community, and no metro bus passing from the east to west on the main street of 103rd. It is very difficult for our senior citizens, age 65-91 years old to do their weekly grocery (shopping) or just to go out. Their desire is to have a better transportation service.

Indeed, about 50 residents decide to be at the plan summit today in order to make their comments and suggestions heard about the public transportation shortage.

Thank you.

Respectfully,
Joseph Mathien



Social Service Coordinate

P.S. Envelope is a list of all the residents, and their signatures.



October 31, 2008

To: Carlos Alvarez - Mayor
Miami-Dade County

From: Carmen Mojica

Re: Letter Sent to Miami-Dade Transit Authority/All Commissioners

Attached please find a copy of letter sent on October 1, 2008. I was told by another concerned rider that you should also be notified of this issue. I have noticed that when laws and/or amendments are passed, they are not what we really need and we all get disappointed. Please, take some time to read it and please, reply to it. I'll thank you advance.

Sincerely,

A handwritten signature in black ink that reads "Carmen Mojica". The signature is written in a cursive, flowing style.

Carmen Mojica

October 1, 2008

To: Miami-Dade Transit Authority/All Commissioners

From: Carmen Mojica - Concern Citizen and Transit Consumer

Re: Concerns Regarding Fare Increases, Irregularities, Schedules for 95 Civic Center Express

I, Carmen Mojica, am writing this letter, on behalf of myself and other concerned Transit riders. They usually have a busy schedule, they cannot stop to complain.

(1) We just don't need the 6:50am bus at Golden Glades that is so packed-up. Like yesterday 9/30, they were almost 20 passengers standing from Golden Glades to the Civic Center because there isn't another bus until 7:05am. This means we are waiting in the rain and standing in some cases, riders with disabilities like me. Other riders have no courtesy to give away their seats, even when they read the posted request and bus operator never remind them of the handicapped seats at front.

(2) Patriot Pass for veterans should be issued to veterans with disabilities and/or Honorable discharge at no cost; not for a salary figure. Probably, many vets lie and get away giving false information so, they get it for free. VA staff get pass for free regardless of their salaries. University of Miami staff, Dade Corrections employees don't pay, etc.,etc. We are all in the need to save, especially when you, Transit authority raised the "fare" twice in less than two years. - THAT'S A RIP-OFF. When are you so concerned about the so called "7 Day Visitor's Passport" Dade County residents have to pay for all increases? You should create an "All-Day-Pass" for people that only have a part-time job and also, a TRI-County Monthly Pass to help working people that commute from other counties that cannot afford the \$100.00 monthly pass. Remember that a high percentage of passengers will spend almost \$5.00 a day to go to work, to hospitals, or government agencies and live with a very low budget.

Let me remind you, Golden Glades doesn't have adequate parking spaces. I have noticed that crossing the street at Greyhound Station, there is a large unoccupied area that could be used as extra commuters' parking. This is one way you can assist our community, not just by planting so many palm trees where they are not needed.

I have been speaking with different passengers and we all agree that our votes in November should be for someone new that could bring good changes to people in our communities; not to help the rich get richer.

Sincerely,



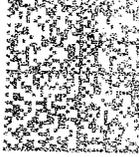
Carmen Mojica
Miami-Dade County Employee & Armed Forces Veteran

HARVEY RUVIN

CLERK
CIRCUIT AND COUNTY COURTS
TRAFFIC / MISDEMEANOR DIVISION
1351 N W 12TH STREET SUITE #8100
MIAMI FL 33125

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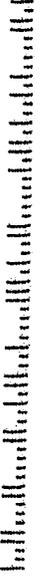
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OCT 01 2008
FIRST CLASS PERMIT NO. 33312 MIAMI FL

To: Carlos Alvarez - Mayor

111 N.W. First Street - 29th Floor

Miami, Florida 33128

H41JF51 33128



MEMORANDUM

TO: Miami-Dade's People's Transportation Plan Summit

FROM: Unrepresented People's Positive Action Council (UP-PAC)

DATE: November 15, 2008

SUBJECT: Why This Summit is a Waste of Our Time

Thank you for the invitation to the summit. We are here to tell you that our first reaction is that it is a waste of our time to attend for the following five reasons:

1. The elected officials and administration of Miami-Dade County already know what the community thinks because we have attended hundreds of meetings, given detailed input on bus routes, rapid transit, fares, the North Corridor, – which was *unjustifiably* morphed into the Orange Lines – and every other transit issue of the last twenty (20) years.
2. Unfortunately, we have not yet reached the critical mass needed to demand that public transportation needs, already documented, be funded with our tax dollars and dedicated sales taxes as promised. But we are getting there!
3. It is our observation that the mayor and a majority of commissioners are not interested in appointed professionals who will advise them of the most effective ways to address transportation problems. As a result, we are over promised and under delivered.
4. The Federal Transportation Administration (FTA) recently made it clear that you are not adequately funding existing public transportation as you should.
5. Instead of asking the community for more of our input, you should be bringing us a plan to deal with the problems that were created by our elected county officials. We have already expressed our concerns about:
 - a. Too many free rides
 - b. Under funded operation and maintenance
 - c. A plan to recover a lot more than 20% of transit costs
 - d. Not enough accountability
 - e. Lack of transparency
 - f. Evasive answers and disrespectful attitudes of some top level administrators toward some commissioners

Let the record show that our recommendation is now, as it has been all along, that you find a way to build the North Corridor. Whatever it takes, find a way to do it, or return the half penny sales tax.

November 15th, 2008

Alec D. Blain
1661 NW 36th Avenue
Miami, Florida 33125

Mr. Carlos Alvarez
Mayor of Miami Dade County
People's Transportation Plan Summit
711 NW 72nd Avenue
Miami, Florida 33172

Dear Mayor Alvarez:

I am a student at Robert Morgan Educational Center (R.M.E.C.). Since I started this school in the year 2006, I found the need to ride two busses, and the Metro Rail, on instances that would not allow me to ride on the assigned Dade County School bus.

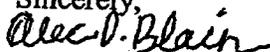
The problem is that bus route 52 has been the only bus servicing both, the Metro Rail station, and its connection, the "Busway" routes, from the school area (S.W. 184th Street , Eureka Drive, and 122nd Avenue). This is a local and very slow route, which delays people who would otherwise connect to these destinations much faster. Other alternate routes circle around Eureka Drive , but not East and West enough to offer a direct connection from S.W. 122nd Avenue , to and from Busway.

On numerous occasions I have addressed my school, Commissioner Dennis Moss's office, the Department of Dade County Schools (per Ms. Ana Rivas-Logan's office, it is not this department's jurisdiction), and the Miami Dade Transit Agency (M.D.T.A.), with no success on change.

I decided to draw a petition, where those in like situations could list their names and contact information, to show the Transit department the need for change, and I found that everyday I can add names to the list.

I was told by Mr. Clinton B. Forbes, Assistant Director of M.D.T.A., that I could forward the petitions to him. This has not been possible via his e-mail address, but I will instead deliver the petitions personally, or mail them to his office. Attached are copies of these petitions, and a school's newsletter article, which I wrote about the bus service problem, for you to see.

Thank you so much for offering to help the public on Transit issues, and for your excellence in all that matters to this county.

Sincerely,

Alec D. Blain



MIAMI DADE COUNTY

The Private's Scroll

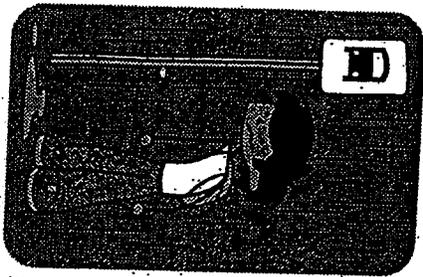
Volume 1, Issue 2

January/February, 2008

RMEC Ranked as TOP School! BUS Transportation

PAGE 15

By: Alec Blain



Are you having transportation trouble? Do you have difficulty going from school to where you need to go? Do you need faster transportation to get those mandatory community service hours? Have you been stranded after staying in school because of 2H, clubs, detention, make-up assignments, etc.? Then let's fix these problems!

As many of you have noticed, there is ONLY ONE Miami Dade Transit bus route servicing RMEC's area: Bus Route 52

Here's the problem: Bus Route 52 has too many stops around the same area so it takes more than an hour to get to a Metro Rail station, if you want to connect to a faster route on BUSWAY, it stops 15 times before it gets you there. This means that unless you can afford to ride on a bus for 30 minutes to reach a few blocks from school, THIS IS NOT THE BUS FOR YOU!

Those of you that ride a school bus know that you can't be drommed off at any stop other

than the one that is assigned to you, so this makes it difficult to get to different places after school. THERE COULD BE A SOLUTION FOR YOU! I have already tried some ways to make this possible for all, and WE NEED TO TAKE ACTION!!!

The Miami Dade Transit Department placed an article in the Miami Herald newspaper earlier this year where it suggested for the public to call them, and request new routes. They were promising to do so in the near future. I called and was told that if many requests were made for a route, IT WAS LIKELY to be added! Later this year, I called to check if my request was being considered, this was to add either an express bus on SW 184th Street, or a faster route from the school to a Metro Rail station, but was told at the time that it was NOT likely to happen. WE NEED ALL THE HELP WE CAN GET!

I have also heard that at the adult vocational part of the school, there are also people in need of a better route to the area. We can get their staff to help

reach all in need there as well.

Ms. Medina Perez, in the North Campus, is willing to help doing her part as far as the needed Transit route. I personally checked with my school counselor, Ms. Kim Anderson, and she directed me to Ms. Villa, who has made this article possible. Ms. Lightfoot, in Student Services tried getting a school bus shuttle route, especially for that situation, but was not able to. She also inquired about doing a petition with signatures from those requesting Transit to add a new route, but this was not possible. This is why we need you to CALL TRANSIT at: (305) 770-3131 to request a quicker route to and from R.M.E.C., and also tell others to do it as well.

It will also help if many people CALL COMMISSIONER DENNIS MOSS'S OFFICE showing their concern. Those of us in need would appreciate ANY HELP YOU CAN OFFER. Thank you!

We the students and staff of Miami-Dade County Public School's Robert Morgan Educational Center High School and Vocational Center are petitioning Miami-Dade County Transit to improve local bus service by implementing the following:

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- Include an area shuttle between the major arterial streets such as Quail Roost Drive (SW 186 St) and Eureka Drive (SW 184 St) to and from Busway.

This would service area businesses, non-profit organizations, local schools and the community.

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BUS 1

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This would service area businesses, non-profit organizations, local schools and the community.

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Coastal Communities Transit Plan

July 2007

for



Miami Dade Transit



City of Miami Beach

by



**Center for Urban Transportation Research
University of South Florida**



Coastal Communities Transit Plan

July 2007

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Coastal Communities Transit Plan

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Coastal Communities Transit Plan

Overview,

Introduction

&

Concepts



Background

Miami Dade Transit (MDT) in a joint effort with the City of Miami Beach (CMB), and with participation from the City's neighboring Coastal Communities including: the City of Aventura, City of Sunny Isles Beach, Town of Bal Harbour Village, Town of Bay Harbor Islands, Town of Surfside, and City of North Bay Village are interested in analyzing existing transit services in the Coastal Communities, assessing current and future needs, and determining if and how existing bus transit services can be streamlined to provide the same or improved service levels with fewer routes along the A1A Corridor.

Underlying their interest is the understanding that the Coastal Communities as barrier islands are physically constrained regarding both development and the ability to allocate additional land toward transportation infrastructure. As addressing the increasing demand for single-occupant-vehicle use requires wider roads and more land in a constrained environment, the future of sustainable development and livability in the Coastal Communities must place greater reliance on transit options that provide a more efficient utilization of existing right-of-way for moving people, not cars.

Embarking on this work at this time is very advantageous in the context of several other transportation work efforts that are about to start and have recently been completed.

The City of Miami Beach with its neighboring Coastal Communities and the Miami-Dade County Metropolitan Planning Organization (MPO) are currently working with a consulting team to perform the Coastal Communities Transportation Master Plan (CCTMP). The goal of the CCTMP is to provide a multi-jurisdiction regional plan with short-term (current year), mid-term (10-year horizon), and long-term (25-year horizon) solutions to transportation issues under varying development forecast scenarios.

As MDT implements the People's Transportation Plan (PTP), approved by referendum on November 5th, 2002, it continues to search for ways to enhance the service and efficiency of public transportation in Dade County. Toward this goal, MDT has been continuing to develop data-based analysis to provide a better balance between convenience and transit mode share, and operational efficiency. In this effort, MDT recently completed a Comprehensive Bus Operations Analysis (CBOA), performed by the Center for Urban Transportation Research (CUTR) at the University of South Florida. The importance of the CBOA to this study is the data that was collected:

1. System-wide ride check to provide for each bus route, and bus stop and segment level operational data, including passenger boardings, debarkings, and bus schedule adherence. This data set, completed in 2003 contains approximately 1.1-million data records.



2. System-wide on-board passenger survey to determine trip origin-destination pairs, trip purpose pairs, transfer modes, ridership profiles, community needs, and passenger satisfaction for each route in the county. This data set, also completed in 2003 includes approximately 28,000 surveys, each with 18 questions.
3. MDT has also recently performed an on-board passenger survey of Metro-Rail to determine trip origin-destination pairs, trip purpose pairs, transfer modes, ridership profiles, community needs, and passenger satisfaction. This data set, completed in 2004 includes approximately 8,000 surveys, each with 18 questions.

The importance of these recent efforts is in that it allows the Coastal Communities Transit Plan to make extensive use of these data sources in the analysis of transit services and development of recommendations.

This Coastal Communities Transit Plan is performed under an Interlocal Agreement between Miami-Dade County and the University of South Florida, with the City's participation under an inter-local agreement between the City of Miami Beach and Miami-Dade County. The study has been performed at a cost of \$125,300, with half participation from Miami Dade County, and half participation from the City of Miami Beach

Summit Photos

